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REPORT

OF THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

ALL FOREIGN NATIONS.

VOLUME I.

WASHINGTON:
A. O. P. NICHOLSON, PRINTER.
1854.

34th CONGRESS, 1st Session. } SENATE. { Ex. Doc. No. 107.

REPORT

ON THE

COMMERCIAL RELATIONS OF THE UNITED STATES

WITH

ALL FOREIGN NATIONS.

EDMUND FLAGG,
SUPERINTENDENT.

PREPARED AND PRINTED UNDER THE DIRECTION OF THE SECRETARY OF STATE, IN ACCORDANCE WITH RESOLUTIONS OF THE HOUSE OF REPRESENTATIVES.

VOLUME I.

WASHINGTON:
A. O. P. NICHOLSON, PRINTER.
1856.

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RESOLUTIONS.

CONGRESS OF THE UNITED STATES.

THIRTY-FOURTH CONGRESS: FIRST SESSION.

IN THE SENATE.

Thursday, August 14, 1856.

Mr. SLIDELL submitted the following resolution; which was considered by unanimous consent, and referred to the Committee on Printing:

Resolved, That the Committee on Printing be instructed to report on the expediency of printing in quarto form five thousand copies of the message of the President to the House of Representatives on Commercial Statistics, with the accompanying documents, for the use of the Senate.

Friday, August 15, 1856.

Mr. FITZPATRICK, from the Committee on Printing, to whom was referred the resolution of the 14th instant, to inquire into the expediency of printing, for the use of the Senate, five thousand copies of the message of the President to the House of Representatives on commercial statistics, reported the following resolution, which was considered by unanimous consent, and agreed to:

Resolved, That there be printed for the use of the Senate, the usual number, and five thousand additional copies of the message of the President to the House of Representatives on commercial statistics of different nations, with the accompanying documents.

COMMERCIAL REPORT

MESSAGE

FROM

THE PRESIDENT OF THE UNITED STATES

TRANSMITTING THE REPORT.

To the House of Representatives:

I transmit a report on the commercial relations of the United States with all foreign nations, in answer to the resolution of the House of Representatives of December 14, 1853.

FRANKLIN PIERCE.

WASHINGTON, *March* 4, 1856.

LETTER FROM THE SECRETARY OF STATE.

DEPARTMENT OF STATE,
Washington, March 4, 1856.

To the President of the United States:

The Secretary of State, to whom was referred the resolution of the House of Representatives of December 14, 1853, requesting the President to report to "this House a statement of the privileges and restrictions of the commercial intercourse of the United States with all foreign nations, similar to that communicated to this House on the 29th of March, 1842; and further, that he be requested to give a table exhibiting a comparative statement between the tariffs of other nations and that of the United States, similar to the one prepared and laid before this body in March, 1842," has the honor to lay before the President the accompanying papers.

All of which is respectfully submitted.

W. L. MARCY.

LETTER FROM THE SUPERINTENDENT.

DEPARTMENT OF STATE,
Statistical Office, February 29, 1856.

SIR:—I have the honor to submit to you an answer to the resolution of the House of Representatives, requesting a report on the commercial relations of the United States with all foreign nations, with the preparation of which I was charged.

In a work so comprehensive and so complicated, some errors have doubtless occurred; but, could it have been committed to an organized and practised bureau of commercial statistics, promptly supplied by consular agents with all requisite materials from abroad, or were a similar report now demanded from the persons who have been employed on the one herewith presented, fewer errors would, unquestionably, be detected—the execution of the work being, at the same time, attended with less labor and expense.

The resolution of the House of Representatives, in obedience to which this report has been prepared, was offered and agreed to December 14, 1853. The circular to United States consuls calling for the requisite materials was issued from this Department March 15, 1854. The appropriation of $10,000 to defray the expense was made August 4th of the same year; and the work was entered upon the ensuing month.

Three reports on "the privileges and restrictions of the commercial intercourse of the United States with foreign nations," similar to the present, have appeared since the establishment of this government. The first was communicated to the House of Representatives, December 16, 1793, by Mr. Secretary Jefferson, in conformity to "instructions" of that body, February 14, 1791, and embraces what is equivalent to some eight or ten octavo pages. The second was communicated to the Senate by Mr. Secretary Forsyth, December 18, 1839, in compliance with a resolution of that body of December 19, 1838, and comprises seventy-four octavo pages. The third and last report was communicated to the House of Representatives by Mr. Secretary Webster, March 29, 1842, in accordance with resolutions of that body of September 3, 1841, and January 31, 1842, and forms a document of nearly six hundred pages.

In addition to these reports, three other commercial compilations issued by the government should be named—to wit: the "Commercial Digest," transmitted to the Senate by President Monroe, December 7, 1819, conformably to a resolution of that body, March 3, 1817; the "Digest of Commercial Regulations," showing the "changes" in such regulations subsequent to the Digest of 1819, prepared by Mr. Secretary Adams, in accordance with a resolution of the House, January 21, 1823, and communicated to that body January 30, 1824; and last, the "Digest of Commercial Regulations," prepared and printed, in three volumes, under the direction of the Secretary of the Treasury, in compliance with a resolution of the House, March 3, 1831; the first volume being completed for transmission to that body, May 28, 1833, and the second and third volumes in 1836. But in neither of these works last named, was it required to communicate specifically "the privileges and restrictions of the commercial intercourse of the United States with foreign nations," by which requirement the former were characterized.

By the resolutions calling for the report of 1842, it is required that said report shall be "similar to that communicated to the Senate, December 18, 1839," by Mr. Forsyth; and the report now submitted is, in like manner, required to be "similar to that communicated to the House on the 29th of March, 1842," by Mr. Webster. It may be remarked, that the observance

of this requirement, though tending to aid somewhat the accomplishment of the present work, by affording a model, has, nevertheless, greatly tended also to restrict its scope.

The report has been divided into three parts:

Part I.—Commercial Digests.

This branch of the work is far more comprehensive than in the report of 1842. It embraces a succinct account of the history, character, and extent of the commercial relations of the United States with each one of all foreign nations, about fifty in number, together with their numerous dependencies, accompanied by nearly one thousand tabular statements. Many of these statements, illustrative of the character and extent of the foreign commerce of the United States, are comprehensive and complicated, requiring much labor—more especially a series exhibiting the commerce of the United States with the Spanish Antilles, during the last ten or twelve years, made up of figures derived from the original "*Balanzas Generales*" of those islands. This part of the work closes with a summary statement exhibiting the aggregate value of all imports into the United States from each of the principal commercial countries, with their dependencies, annually, for a period of thirty-five years—some countries a few years less—from 1821 to 1855, both inclusive, and the aggregate value of all exports to each of the same countries, from the United States, for the same period; followed by a summary of the commercial stipulations of all treaties between the United States and foreign nations, in tabular form.

Some idea of the labor involved in the preparation of these Digests may be gained by a glance at the catalogue of leading authorities, numbering nearly one hundred, in five or six different languages, several of the works embracing numerous volumes, to which it was found indispensable to resort for the requisite information.

Part II.—Comparative Tariffs.

This branch of the work comprises tables exhibiting a comparative statement of the tariff of the United States with the tariffs of all other nations, numbering, with those of their dependencies, more than forty—tariffs of exportation as well as of importation being given where found to exist; the denominations of foreign moneys, weights, and measures, being, in all instances, reduced to the federal standard of the United States,(*a*) and each tariff being preceded by an explanatory preface.

In addition to these comparative statements of the tariffs of separate nations with that of the United States, others are given, which, grouping the tariffs of countries contiguous to each other, and having similar trade, the customs-rates of these countries are presented at a glance, in comparison with those of the tariff of the United States, as regards the most important staples of commerce. In one tabular group, for example, are compared the customs-rates of the nations of northern Europe; in another, those of southern Europe; in a third, those to which our indirect trade with central Europe is subjected; a fourth presents the tariff-rates of the South American republics; a fifth, those of the States of Central America; and a sixth, those of Hayti and the Dominican Republic. A like course has been pursued with the colonial and other possessions of Great Britain, forming four such tabulated groups—East Indies, West Indies, North America, and one composed of Gibraltar and Malta.

(*a*) The pound sterling excepted, which, for reasons given in the preface to the tariff of Great Britain, is estimated at $4 80, instead of $4 84.

Another similar comparative statement exhibits, at a glance, the import duties levied by twelve of the principal commercial nations, respectively, on thirty-five of the staple products of the United States. Another statement exhibits, at a glance, the per-centage increase or decrease of the rates of duty on prominent articles of commerce by the customs-tariffs of the principal commercial countries of Europe for a period of eight years, from 1846 to 1853, both inclusive, showing the changes within that period, during which no change occurred in the tariff of the United States; while still another exhibits the rates of duty imposed on principal imports for a period of nearly fifty years, under each of the eighteen different tariffs of the United States, from that of 1789 to that of 1846, both inclusive, with the increase or decrease of the rates for that period.

Following the series of Comparative Tariffs is presented a series of tabular statements, preceded by an explanatory introduction illustrated by numerous tables, exhibiting the quantities and values of thirty of the staple products exported from the United States to thirteen of the principal commercial countries, together with the amounts of duties paid thereon, during the commercial years 1851, 1852, and 1853; and, also, a summary statement exhibiting the *aggregate* value of the staple and other domestic products exported to the same countries, during the same years, with the aggregate amount of duties paid on the staple products exported; and a summary statement exhibiting the *average* value of the same, to the same countries, for the same years, with the average amount of duties thereon accruing to each country in each of the years specified.

An elaborate series of tabular statements is next given, exhibiting, in detail, the import duties levied by the tariffs of all nations, and by those of their dependencies, on the staple or principal productions of the United States—products of the sea, of the soil, of the forest, of manufactures, &c., being specified in distinct tables—columns being added to show the rates of duty levied on the same articles imported from other countries, and the discrimination in favor of, or against, the United States, where such may exist. A statement exhibiting the same facts with regard to all portions of the British empire follows; while detailed statements of the privileges afforded, and the restrictions imposed, by all nations and their dependencies, on commercial intercourse with the United States—whether by treaty or local legislation, by duties on imports or on exports, by bounties or drawbacks, or in any other way, in distinct tables; together with their tonnage charges, whether by treaty or legislation, their modes of measuring tonnage, their sanitary regulations, and the regulations of their colonial trade, also in distinct tables—complete the second part of the Report.

The preparation of the Comparative Tariffs has proved a tedious and toilsome task; while there can be none, perhaps, in which, despite all possible care, there is a greater liability to error. The latest official publications, in the original languages, have alone, in all instances, been relied on as authority; and the work has been repeatedly subjected to vexatious delay by the difficulty in procuring them from abroad. Changes and modifications also in foreign customs-rates have been so frequent and so important the last year or two, that it has been found by no means easy to keep pace with them, even by constant alterations in the work performed; while, in several instances, the unlooked-for appearance of entirely new tariffs has rendered worthless long and labored tabular statements already prepared, and complete substitution indispensable.(*a*)

(*a*) Since the above was written, a tariff of Mexico, in most respects new, promulgated January 31, 1856, has come to hand, superseding, for the third time, the results of much labor upon the changing customs-rates of that republic.

Part III.—Consular Returns.

These documents are the answers of United States consuls to the circular of this Department of March 15, 1854, already referred to, issued with a view to obtain the requisite materials for this Report. No very considerable portion of each of these returns, however, it was soon found, could be made available in the work; and, although parts of some of them might not be deemed of the first importance, still, as much valuable information would, unquestionably, be withheld by their entire suppression, no better mode of making them serviceable could be thought of than to present them, with a few exceptions, exactly as received—such modifications, in form and substance, alone being made, as seemed demanded by regard to uniformity and propriety. The authors of these returns have thus the credit of their service, when it has proved creditable, as it generally has, by having their names appended to their works; while they thus, also, receive salutary encouragement to make still more vigorous and useful efforts in the same manner in future.

To make a digest of the varied and comprehensive commercial intelligence conveyed by these returns—the only remaining mode of disposing of them, if they were neither to be published entire nor suppressed—would have involved an expenditure of time, which could not, under all the circumstances of the case, be seriously contemplated, however valuable such digest, when completed, might have proved to be.

Errors of fact and deduction have often been detected in these returns, in preparing them for the Report, and they have in most instances, though not in all, been corrected; while discrepancies of more or less moment, between the statements and estimates of the returns and of other portions of the work, will be frequently perceived. In the various tables of Comparative Tariffs, for example, the rates of duty will generally be found somewhat higher when given in the returns than in the statements prepared from the original publications in this office; owing, mainly, to the fact that, by the United States official standard of foreign moneys used in this work, their value is more or less depreciated from that sustained by them in the countries whence they emanate. The commercial value of such foreign moneys must also, as a matter of course, be governed at all times by the rate of exchange for the time being.

Papers accompanying returns, as exhibits, &c., and referred to as such in the returns, have not often been deemed sufficiently important to be given; but the reference to these exhibits, as well as to all authorities cited, has, for obvious reasons, in all cases, been scrupulously retained. Changes have oftener, perhaps, been made in the tabular statements accompanying the returns than in other portions—uniformity, perspicuity, condensation, and statistical exactness requiring at times considerable modifications in form; several tables of kindred character being often thrown into one.

It has not been found possible, in all instances, with scrupulous care, to avoid repetitions; but it has been considered that light is sometimes thrown on a subject by one mode of statement, which is not thrown by another; and conciseness has, at times, been sacrificed to perspicuity. For the same reason, restriction to the consular returns in answer to the circular, has not always been deemed advisable; and they have been accompanied, to some extent, by other commercial matter found in the bureaus of the Department, received from consulates and legations, containing information of the character demanded by the resolution. Thus the number of consulates from which answers to the circular of March 15th have been received, as given in

the Report, is about one hundred and thirty; while the whole number of despatches and returns from legations and consulates presented is nearly one hundred and fifty.

The value of well-considered and carefully-prepared returns on commercial subjects, from agents of the government abroad, cannot well be estimated too highly. In no manner can a consular corps render better service to the country by which it is sustained; and prompt obedience on the part of United States consuls to the instructions (*a*) recently issued from this Department, cannot fail to supply it most abundantly, in future, with all required information on the commercial relations of the United States with all other nations.

A system like this has long existed under other governments, especially under those of Great Britain and France; and the value attached to its results by the latter nation may be inferred from the fact, that, during the last thirteen or fourteen years, a volume, averaging in size more than a hundred large octavo pages, has been issued every month from the commercial bureau of the Ministry of Agriculture, Commerce, and Public Works, made up of digests of returns from French consuls abroad, and entitled "*Annales du Commerce Extérieur.*" (*b*) The order of publication is such, that the monthly sheets containing commercial facts and commercial legislation in foreign countries, thus digested from consular returns, may, from time to time, as they accumulate, be readily made up into volumes—each volume being devoted, if convenient, to a distinct country. And thus, we already have, since 1843, a commercial encyclopedia, or library, of more than twenty large volumes, which, inasmuch as it affords much information, even as regards the United States, nowhere else to be found in detail, has proved invaluable for consultation in preparing the present Report. But this commercial library has been compiled with peculiar reference to French interests, and its value to France is, of course, far greater than to any other country.

Whether, in view of these results in France, and of the importance of the subject itself, it may be deemed advisable to take steps for a somewhat similar disposition of the returns which the late instructions to consuls have already caused to accumulate in this Department; and to do this in connexion with the annual report on "commercial changes" now required by law, is most respectfully submitted for your consideration.

By a resolution of the House of Representatives of December 26, 1854, the President of the United States was requested to communicate to that House, in connexion with the report now submitted, which was then in course of preparation, copies of all returns of consuls and commercial agents of the United States, made in reply to a circular from the Department of State, dated October 8, 1853, or such portions thereof as he might deem expedient. This resolution was referred to this Department, and I was charged with its answer. The returns alluded to are voluminous and valuable, relating chiefly to ship-building, shipping, navigation, tonnage, sailors in merchant service, &c., &c. Progress has been made in preparing and copying these documents, as required; and the work will be submitted to you when completed.

I have the honor to be, sir, very respectfully, your obedient servant,

EDMUND FLAGG, *Superintendent.*

Hon. W. L. MARCY, *Secretary of State.*

(*a*) General instructions to consuls, June 22, 1855, c. 4, sections 53–57, pp. 22–25.

(*b*) From 1825 to 1843, similar publications, under other titles, and in a less regular form, were issued by the same department.

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ERRATA.

To one familiar with commercial statistics, it is unnecessary to suggest, that, in a work so complicated and so comprehensive as the present, involving facts and figures almost without number, derived from authorities numerous, and often conflicting, in various languages, errors, notwithstanding the most unsleeping vigilance and the most toilsome scrutiny, are unavoidable. The correction of a few of these errors, which have chanced to arrest the eye, in print, as the sheets of the present volume have passed through the press, is subjoined:

Page 35, at the top, under the caption "Duty," in the 5th column of the table, for "Pounds," read £.

Page 129, at the bottom, and page 130, at the top—the figures of the cotton tables were derived from the "*Révue*" for 1855, a commercial publication of Havre, and do not exactly coincide with those of the "*Tableau Général du Commerce de la France*" for the same years, subsequently received.

Page 146, at the top—for "Gorée is the only port which foreign vessels are permitted to enter," read—Merchandise of every kind and of every production (Guineas or India-blue cloths excepted) can be imported into, or exported from, the island of Gorée, by vessels of all nations, free of customs-duty.

Page 151, under the caption "Senegal and Dependencies"—add, after the words "neither export nor import," (except as to Gorée, as stated on page 146.)

Page 193, 8th line from the bottom, for "none other being published or prepared; and for all useful purposes"—read; None other being published, if prepared; and for most useful purposes, perhaps.

Page 454, 9th line from the top—for "Its preamble, however, declares that it is to be of perpetual duration," substitute: It is not limited as to duration.

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PART I.

COMMERCIAL DIGESTS.

GREAT BRITAIN.

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THE definitive treaty of peace between the United States and Great Britain, in 1783, contains only one stipulation in any manner relating to commercial intercourse. Article VIII provides that the navigation of the Mississippi, from its source to the ocean, shall forever remain free and open to the subjects of Great Britain and the citizens of the United States.

It was not until 1794 that commercial intercourse between the two nations was defined by treaty stipulations. The treaty of that year regulates trade between the high contracting parties, on the continent of America, in the East Indies, the territories of Great Britain in Europe, and in those of the United States. It provides that no other or higher duties shall be paid by the ships or merchandise of the one party in the ports of the other, than such as are paid by the like vessels or merchandise of all other nations; that no other or higher duty shall be imposed in one country on the importation of any articles, the growth, produce, or manufacture of the other, than are or shall be payable on the importation of the like articles being of the growth, produce, or manufacture of any other foreign country; nor shall any prohibition be imposed on the exportation or importation of any articles to or from the territories of the two parties, respectively, which shall not equally extend to all other nations: the British government reserving to itself the right of imposing on American vessels entering into the British ports in Europe "a tonnage duty equal to that which shall be payable by British vessels in the ports of America, and also such duty as may be adequate to countervail the difference of duty now payable on the importation of European and Asiatic goods when imported into the United States in British or in American vessels." The other stipulations respecting commerce relate chiefly to the trade with the West Indies. The duration of this treaty, so far as it regulates the commerce between the United States and the European possessions of Great Britain, is limited to twelve years.

During the interval which elapsed from the treaty of peace in 1783 to the ratification of the treaty of amity, commerce, and navigation, in 1794, the commercial relations between Great Britain and the United States were regulated by the separate and distinct legislation of the several States (*a*) on the one side, and by General Orders in Council on the other.

The navigation laws of Great Britain, immediately after the proclamation of peace, were enforced against the vessels and commerce of the United States. The first in the series of these laws was the act of 1651. It provided that no goods or commodities whatever, the growth, production, or manufacture of Asia, Africa, or America, should be imported either into England or Ireland, or any of the plantations, except in English-built ships, and belonging either to England or to English plantation subjects, and of which the master and three-fourths of the crew were also English; and that no goods of the growth, production, or manufacture of any country in Europe should be imported into Great Britain, Ireland, or the plantations, except in British ships, or in such ships as were the real property of the people of the country or place in

(*a*) This separate legislation ended with the 1st session of the 1st Congress in 1789.

which the goods were produced, and from which they could only be, or were usually exported. This act was never enforced, nor intended to be enforced,(*a*) in the British North American colonies. It was especially aimed at the Dutch, who were at this period the great carriers of the world. Having but few staples of their own to export to foreign countries, their merchant-ships were found in every port, and were even employed in bringing home the products of the British colonies to the mother country.

After the Restoration, the navigation act was re-enacted; with such amendments, however, as seemed still necessary to give more effective protection to British interests, and curb the Dutch yet further. Among the provisions of the new act of 1660, it was declared that "no sugar, tobacco, cotton, wool, indigo, ginger, fustic, or other dying woods of the growth or manufacture of our Asian, African, or American colonies, shall be shipped from the said colonies to any place but England, or to some other of his Majesty's said plantations." Whatever relaxations were permitted in the operation of these navigation laws in the North American colonies, the United States became subjected to them in all their rigor immediately on assuming an independent existence. In the language of Lord Liverpool, "The connexion which had so long subsisted between Great Britain and the countries now forming the United States of America was finally dissolved by the acknowledgment of their independence in the year 1783; the ancient commercial system arising out of that connexion *of course ended with it;* and the laws by which the trade of these countries, considered as colonies, had hitherto been regulated ceased to have effect." The King, by and with the advice and consent of his privy council, was, however, vested with authority to regulate the future commerce between Great Britain and the United States.

The first order in council issued after the independence of the United States had been acknowledged by Great Britain, established the following regulations:

First. That any goods, the importation of which into this kingdom is not prohibited by law, being the growth or production of any of the territories of the United States of America, may be imported directly from thence into any of the ports of the kingdom, not only in British ships, owned by British subjects, and navigated according to law, but, also, in ships built in the countries belonging to the United States of America, and owned by the subjects of the said States, and whereof the master and three-fourths of the mariners, at least, are subjects of the United States. *Secondly.* That any goods, being unmanufactured, (except fish-oil, blubber, whale fins, and spermaceti,) and also any pig-iron, bar-iron, pitch, tar, turpentine, rosin, potash, pearl-ash, indigo, masts, yards, and bowsprits, being the growth or production of any of the territories of the United States of America, may be imported directly from thence into any of the ports of Great Britain, upon payment of the same duties as the like sort of goods are, or may be subjected to, if imported from any British island or plantation in America; and that the excepted articles, as well as all others not enumerated, the growth, production, or manufacture of the said United States, shall be admitted on the payment of the same duties as are levied on similar articles when imported from the most favored nation, except such nations only with which treaties of reciprocity have been established. *Thirdly.* It was ordered that goods and merchandise, being the growth, production, or manufacture of the territories of the United States, though imported in ships belonging to the subjects of the said States, should be exempted from the alien's duty. *Fourthly.* It was permitted to be imported into the other American and West Indian possessions, from the ports of the United States, in *British ships only,* such articles of the growth, production, or manufacture of any of the said States, (except salted provisions and the produce of the fisheries,) as might by law, before the independence of the United States, have been imported from the said States; but prohibiting all intercourse between the United States and the said American and West Indian possessions in ships belonging to citizens of the United States.

(*a*) Bancroft.

The first three orders, it will be perceived, suspend, in favor of the United States, that provision (*a*) of the navigation laws of Great Britain which enacts "that no goods or commodities whatsoever, of the growth, production, or manufacture of any part of America, are to be imported into any of his Majesty's European dominions in any other ship or vessel than such as do truly *belong to* his Majesty's subjects, and navigated according to law, in the manner therein described, under the penalty of forfeiting all such goods and the ship or vessel in which they are brought." The commerce of the United States, with respect to certain articles enumerated, (and it is admitted that these articles formed a principal portion of the American export trade at that period,) was also allowed the same preference as was granted to the remaining American possessions of Great Britain.

The privileges conferred on American commerce by this order are shown in the following table:

Merchandise.	Quantity.	Duties, if imported from the United States.	Duties, if imported from other foreign countries.
Potash	Per cwt.	Free.	$0 54
Pearl-ash	do.	Free.	54
Iron, bar	do.	Free.	13 48
Pitch	Per last.	$2 64	2 98
Tar	do.	2 64	2 97
Skins, beaver	Each.	2	16½
Tobacco	Per pound.	30	84

The last regulation operated to exclude United States vessels from the ports of British possessions in America, including the West Indies, and to restrict the importation of the products or manufactures of the said States in such possessions to *British ships only*, navigated according to law. This order was dictated by a spirit of illiberality and selfishness, universally condemned both in England and the United States; and furnished a prolific subject of diplomatic discussion between the two governments, until the question was definitively and satisfactorily settled towards the close of the year 1830. (*b*)

The following summary exhibits a brief abstract of the separate acts of the different State legislatures, affecting British commerce, passed between 1783 and 1789:

By laws passed in New Hampshire, Massachusetts, and Rhode Island, vessels owned, in whole or in part, by the subjects of Great Britain, were prohibited from taking on board, in these provinces, any goods or merchandise of the growth or manufacture of these States, or of any other of the United States; and such vessels, so loaded, were, together with their cargoes, made subject to seizure and condemnation. The legislature of Pennsylvania vested in Congress a power to prohibit for fifteen years the importation or exportation of all merchandise in vessels belonging to or navigated by the subjects of any nations with which Congress shall not have formed treaties of commerce.

By laws passed in Massachusetts and Rhode Island, Congress was empowered to prohibit the importation of British West India produce in British vessels. Another law was enacted, in Pennsylvania, imposing a duty of 4*s*. 6*d*. (currency) per ton on the vessels of every nation with which Congress had not made treaties of commerce. In Maryland, a duty of 1*s*. per ton was imposed on all foreign shipping except British, and on British a duty of 5*s*. per ton. In 1788 Virginia passed a law imposing a duty of 6*s*. per ton on British vessels, and half that amount on all other foreign vessels. In North Carolina the discrimination was still greater; the duties

(*a*) 12th Charles II, chap. 18, sec. 3.

(*b*) See proclamation of General Jackson, October 5, 1830.

on British vessels entering the ports of that State being 5*s.* per ton, while that on all other foreign vessels was only 1*s.* per ton.

The import duties of the different States on British cargoes were equally characterized by a similar spirit of retaliation. New Hampshire, Massachusetts, Rhode Island, Virginia, Maryland, South Carolina, and Georgia imposed discriminating duties, varying from fifty to one hundred per cent. on British cargoes over those levied on similar merchandise inported in other foreign vessels.

The effect of these countervailing and retaliatory measures can be traced in the following tables:

Value of British manufactures and other articles annually imported into the United States, upon an average of six years before the war of independence, ending with 1774	$13,113,773
Value of British manufactures and other articles annually imported into the United States, upon an average of six years ending with 1789	11,201,486
Annual decrease since the war	1,912,287

Annual value of exports from the United States to Great Britain, upon an average of six years before the war of independence, ending with 1774	$8,410,281
Annual value of exports from the United States to Great Britain, upon an average of six years since the war of independence	4,361,452
Annual decrease since the war	4,048,829

A close analysis of the official returns of trade during this period will show that tobacco and rice were the articles upon which this decrease chiefly fell. The quantity of tobacco exported to England decreased annually, upon an average of six years, 44,774,458 pounds, valued at $2,798,390; and the annual decrease in rice exported to England from the United States was 259,035 cwt., valued at $943,326; making a total decrease in tobacco and rice of $3,741,716. The tonnage employed in the trade during the two periods above designated cannot be ascertained with accuracy. We are enabled, however, to supply from British authorities the number and tonnage of vessels employed in the trade between the two countries for two periods—of three years before, and subsequent to, the war of independence:

Number and tonnage of vessels annually clearing from Great Britain for the United States, on an average of the years 1770, 1771, and 1772	Vessels 628	Tons 81,951
Number and tonnage of vessels annually entering British ports from the United States, on a like average	" 699	" 91,540
Total	" 1,327	" 173,491

Number and tonnage of British vessels clearing from British ports, annually, on an average of the years 1787, 1788, and 1789	Vessels 272	Tons 55,785
Number and tonnage of United States vessels clearing, annually, from British ports, on like average	" 157	" 25,725

Number and tonnage of British vessels clearing from the United States for British ports, annually, on an average of the years 1787, 1788, and 1789	Vessels	261	Tons	52,595
Number and tonnage of United States vessels clearing from the United States for British ports, annually, on a like average	"	163	"	26,564
Total	"	853	"	160,669
Showing a decrease, during the periods compared, of	"	474	"	12,822

Thus, in the very infancy of our commerce, the disastrous effects of restrictions, and of the retaliatory measures which they provoked, were exhibited as well in the spirit of commercial illiberality and antagonism which they engendered between the two countries, as in the general decrease of navigation and trade.

That the object as well as the effect of the various orders in council relative to the trade between Great Britain and this country, issued from 1783 to 1794, was to paralyze the efforts even then made in the United States to compete for a portion of that trade which England had, long anterior to this period, wrested from Holland, and now seemed to regard as legitimately her own, cannot be doubted.

A British statesman, (*a*) in a work on this subject, published in 1792, remarks: "That this increase in our shipping is to be ascribed to *our navigation system* may be made to appear from recent experience in the application of it to the trade of the United States. When those countries were part of our plantations, a great portion of their produce was transhipped to Great Britain and our West India islands in *American bottoms;* they had a share in the freight of sugars from those islands to Great Britain. But since the independence of those States, since their ships have been excluded from our plantations, and that trade is *wholly confined to British-built ships*, we have gained that share of our carrying trade from which they are *now excluded*, and we moreover enjoy a considerable proportion in the carriage of the produce of the United States."

The commercial policy of the United States, from the very infancy of the government, has been to encourage reciprocity and freedom of commerce with all nations willing to adopt a similar principle. In the report from the Treasury Department on the subject of commerce, submitted to Congress in 1791, the basis of a commercial system was suggested, in which the Secretary argued that duties imposed upon imports would be disadvantageous in building up trade. "Instead," the report adds, "of embarrassing commerce under piles of regulating laws, duties, and prohibitions, it should be relieved from all its shackles, in all parts of the world. Would even a single nation begin with the United States this system of free commerce, it would be advisable to begin it with that nation."

In the spirit of this suggestion, the United States, soon after the peace of 1783, proposed to enter into treaties of commerce, not only with Great Britain, but also with France, Spain, and Portugal. Every overture, however, to that end, was, under various pretexts, rejected; (*b*) and it was not until five years after the adoption of our present constitution that Great Britain could be induced to listen to any propositions, on the part of the United States, having in view the equalization or reciprocity of commercial relations between the two nations. Under the operation of their navigation laws, the productions of Asia, Africa, and America could only be imported direct from the places of their growth in British vessels. As respects the United States, this restriction was suspended, as already observed, by orders in council, and proclamations issued in pursuance thereof, until the treaty already cited was ratified.

(*a*) Lord Liverpool.

(*b*) Seybert's Statistical Annals, page 58.

The following tables exhibit the details of the import and export trade between Great Britain and the United States from 1795 to 1807, and from the latter year to 1815, when a convention of reciprocity was entered into and ratified between the two governments:

Years.	Exports from Great Britain to the U. States.	Imports into Great Britain from the U. States.	Years.	Exports from Great Britain to the U. States.	Imports into Great Britain from the U. States.
1795	$26,270,590	$6,760,680	1801	$37,587,650	$13,532,590
1796	30,270,160	10,404,850	1802	26,647,450	9,617,520
1797	25,283,995	5,877,560	1803	26,364,055	9,570,490
1798	27,901,845	8,913,600	1804	31,992,130	8,257,335
1799	35,282,790	9,094,705	1805	35,733,825	8,882,780
1800	39,427,970	11,789,615	1806	43,065,610	9,999,420

The preceding table is derived from British authorities; and though it exhibits a variance in almost every instance, more or less, from the United States official reports, it is believed to approximate the actual value of the imports and exports in the English market. From 1803, when the stipulations of the treaty of 1794, relative to commerce, expired, there was no treaty regulating the commercial intercourse between the two countries until 1815. It is true a treaty was agreed to, December 31, 1806, between Messrs. Monroe and Pinckney and the commissioners appointed by Great Britain for that purpose; but so restrictive were some of its stipulations, especially as respecting American commerce with the East Indies, that it was rejected by the President, without having been submitted to the Senate, notwithstanding it contained a stipulation for an equalization of tonnage and other duties in the intercourse between the United States and the dominions of Great Britain in Europe. This principle was recognised and admitted in the commercial convention of July 3d, 1815, entered into between the two countries, with the limitation, however, on the part of England, to her dominions in Europe.

Prior to the adoption of this treaty, the United States passed an act repealing all the discriminating duties of impost and tonnage in regard to the vessels of such nations as should extend similar favors to the shipping and produce of the United States; thus carrying into practical working, and recommending by legislative example, the suggestion of Mr. Jefferson already quoted, that if "even a single nation would begin with the United States the system of free commerce, it would be advisable to begin it with that nation."

We recur, however, before proceeding to trace the operation of this convention in the subsequent returns of trade, to the tables, resuming at the year 1806:

Years.	Exports from Great Britain to the U. States.	Imports into Great Britain from the U. States.	Years.	Exports from Great Britain to the U. States.	Imports into Great Britain from the U. States.
1806	$43,065,610	$9,999,420	1811	$7,159,145	$11,547,075
1807	39,605,600	14,237,610	1812	20,677,960	6,470,760
1808	19,960,295	4,181,710	1813 (a)		
1809	25,938,065	11,026,655	1814	36,515	113,105
1810	39,066,585	13,072,025	1815	59,682,505	11,811,440

In Seybert's Statistical Annals we find a minute analysis of the trade between the United States and Great Britain during the years designated in the preceding tables.

In 1793, exports from the United States to Great Britain were estimated, in a report of the Secretary of the Treasury, under date December 23, 1793, at $9,363,416, and the imports into

(a) The custom-house records were this year destroyed by fire.

the United States from Great Britain at $15,285,428, leaving a balance in favor of Great Britain of $5,922,012.

From 1793 to 1800, the amount of manufactures imported into the United States from Great Britain exceeded in value the amount of similar exports to all the nations in Europe, as will be seen from the following table, taken from British returns:

Years.	Amount of manufactures exported from Great Britain to nations in Europe.	Amount of manufactures exported from Great Britain to the United States.	Years.	Amount of manufactures exported from Great Britain to nations in Europe.	Amount of manufactures exported from Great Britain to the United States.
1793	$17,655,230	$16,363,625	1797	$18,664,150	$24,356,580
1794	22,291,915	17,944,445	1798	19,908,250	26,565,340
1795	21,113,910	24,462,860	1799	22,768,040	33,481,105
1796	22,488,415	29,178,200	1800	37,580,615	32,947,335

The annual value of merchandise exported from the United States to the European dominions of Great Britain, on an average of the years 1802, 1803, and 1804, amounted to $18,665,777; and on a similar average, the annual value of the merchandise imported into the United States from Great Britain amounted to $35,737,030; showing an annual balance of $17,071,253 against the United States.

The annual value of British produce and manufactures, and of foreign and colonial merchandise, distinguished in separate columns, exported from Great Britain to the United States, and to all parts of the world, during the years designated, will be seen in the following tables:

VALUE OF THE EXPORTS FROM GREAT BRITAIN.

Years.	TO THE UNITED STATES.		Years.	TO ALL PARTS OF THE WORLD, INCLUDING THE UNITED STATES.	
	British manufactures and produce.	Foreign and colonial merchandise.		British manufactures and produce.	Foreign and colonial merchandise.
1805	$55,057,045	$2,177,650	1805	$205,344,710	$50,200,945
1806	61,987,440	2,380,315	1806	216,210,880	48,933,525
1807	59,232,565	1,257,145	1807	202,399,325	50,013,980
1808	26,208,695	305,635	1808	204,408,355	45,440,375
1809	36,292,500	1,011,340	1809	251,213,805	78,874,755
1810	54,603,760	1,484,665	1810	249,878,170	63,633,875
1811	9,206,265	165,320	1811	174,586,405	45,111,695

The aggregate value of British manufactures and produce exported to the United States during the seven years designated above, was $302,588,270, making an annual average of $43,226,896; the aggregate value of British produce and manufactures exported to all parts of the world, including the United States, during the same period, was $1,504,041,650, making an annual average of $214,863,093.

The aggregate value of foreign and colonial merchandise exported from Great Britain to the United States during the same period was $8,782,070, making an annual average of $1,254,582; the aggregate value of similar exports to all parts of the world, including the United States, was $382,209,150.

The preceding figures exhibit many interesting facts relative to the trade between the two

countries, during the period which intervened between 1793 and 1816. The exports of foreign and colonial merchandise from Great Britain to the United States show that England enjoyed but a small share of our carrying trade; whilst a comparison between the totals of domestic manufactures exported to the United States, and to all other parts of the world, will exhibit the importance to Great Britain of unrestricted commercial intercourse with the United States.

The effect of the restrictive and retaliatory measures which were, at this period, adopted by both countries, is even more fully illustrated in the tonnage employed in this trade by each, respectively, from 1790 to 1816. The number of British vessels which entered and cleared between the United States and Great Britain amounted to 1,715, with an aggregate tonnage of 382,552 tons. The number of American vessels which entered and cleared in the same trade, during the same period, was 3,245 vessels, with an aggregate tonnage of 516,702 tons. In 1790, 557 British vessels were employed in the commerce between the two countries; in 1800 this number was reduced to 139. In 1790 the American vessels employed in this trade amounted only to 464; in 1800 this number reached as high as 1,057. In 1789, 253 British vessels engaged in this trade entered British ports from the United States, while 358 vessels cleared in the same trade. In a period of ten years, up to 1799, the number that entered from the United States was reduced to 42 vessels, while the number that cleared fell to 57. In 1806, 561 vessels employed in the trade with the United States entered British ports; of these only 56 were under the British flag; and of the 575 vessels that cleared from British ports in the same trade, only 39 were British.

These statistics, which are chiefly compiled from Seybert, show an augmentation of tonnage in the United States, and a diminution in the tonnage of Great Britain engaged in the trade between the two countries, well calculated to excite alarm among the ship-owners in England, and even to arrest the attention of the British government. And when it is considered that it was at that period—if it has not always been—the policy of Great Britain to sacrifice, if necessary, the interests even of commerce and trade to the great object of strengthening her naval power, it will not be a subject of surprise that orders in council and acts of Parliament were issued, in quick succession, avowedly designed to check this rapid progress of American navigation, and drive American ships from the carrying trade, even as respected the exportation of the products of the United States to other countries. "Trade," said the report of the privy council, to whom the subject was, at this time, referred by his Majesty's orders, "was considered principally as the means of promoting the employment of ships, and was encouraged chiefly as it conduced to the one great national object—the naval strength of the country."

It was the universal prevalence throughout England of this sentiment, exhibited upwards of a century in her navigation laws, in her prohibitions and restrictions, in her differential duties, and, above all, in her colonial system, that emboldened the privy council to recommend to his Majesty "that, notwithstanding their (the United States') extreme anxiety for an arrangement on the principle of reciprocity, if Congress should propose (as they certainly will) that the principle of equality should be extended to the ports of our colonies, and that the ships of the United States should be there treated as British ships, it should be answered, that this demand cannot be admitted even as a subject of negotiation." Hence, but little could be expected from the treaty of 1794, in which this principle was carried out to the fullest extent of rigorous restriction; and hence, also, the series of regulating orders, acts, and counter-acts, which were made the instruments of commercial warfare between the two countries for upwards of a quarter of a century.

It would be a tedious task to present even a synopsis of the different restrictive and retaliatory measures adopted by the two governments during this long period. Were it even otherwise, it would be superfluous to go into minute details, as the legislation of both governments during this period, as well as its effects upon the commerce of the two countries, are succinctly set forth in the former reports issued from this Department.

It will, therefore, suffice to refer to the tables of trade and tonnage already given, as the best illustration that can be offered of the operation of these measures, and of the total inadequacy of restrictions and prohibitions as a necessary means of fostering commercial industry, or of augmenting the naval power of a nation.

The ablest pens in England have been employed in demonstrating that it is to other causes than the navigation laws that Great Britain owes her vast commercial greatness, and that naval ascendancy which she has so long maintained ; (*a*) and it is a question still unsettled, whether the adoption by the United States of the navigation laws and the restrictive policy of Great Britain, even as a means of protection or self-defence, was as beneficial in its ultimate results upon the commercial prosperity of the country, as would have been a strict adherence to the maxim of Mr. Jefferson, already cited, that "commerce should be relieved from all its shackles in all parts of the world." Be this as it may, the enlightened policy which now rules the councils of Great Britain—a policy which, at this distant and remote period in British history, received the co-operation and support of two of England's greatest statesmen (*b*)—has dissipated the fallacies upon which past legislation was based, and has demonstrated already, in the brief period of five years, that England can best compete with the merchant-marine of the world by placing the trade of every port in her vast dominions, European and colonial, for the ships of all countries, upon the footing of an unrestricted coasting trade.

A liberal tariff of duties, especially upon articles of prime necessity (*c*) among the great masses of her people, even should they be classed in the category of luxuries, is all that seems now wanting to perfect the present commercial code of this powerful kingdom.

The commercial convention of 1815, between Great Britain and the United States, was limited to four years. The second article of this treaty provides for an equality of duties on imports and tonnage in the ports of the United States and the ports of the British territories in Europe. With respect to imports, this equality of duties applies only to articles being the growth, produce, and manufacture of the respective countries.

The intercourse between the United States and the British West Indies and American colonies is not to be affected by any provisions of the convention; "but each party is to remain in complete possession of its rights with respect to such intercourse."

Under the stipulations of this convention, the vessels of Great Britain are exempted from the payment of the *extra* tonnage and import duties, only when they arrive from, and their cargoes are of the growth, produce, or manufacture of, the British dominions in Europe; and the vessels of the United States, in like manner, are admitted into British ports on terms of equality as to tonnage and import duties, with British vessels, only when their cargoes consist of merchandise the growth, produce, or manufacture of the United States.

The effect of this convention, especially of its restrictive clauses, upon the shipping interests of Great Britain, formed no exception to the general rule, that all shackles upon commerce ultimately recoil upon those by whom they are imposed.

In the practical consequences of this arrangement, as was stated by the celebrated Huskisson, in a speech delivered in Parliament, the adherence of Great Britain to another part of her navigation laws, instead of serving, appeared to that statesman to have shackled the shipping interests of that country. And he thus illustrates his position: "An American vessel, on her voyage to England, is freighted with a cargo wholly produced in the United States. For her return to America, she may load in British ports, with a cargo partly the produce or manufacture of any other country. This a British ship cannot do; for if a British ship were to bring to the United States a single cask of brandy, or a pipe of wine, she would be liable to seizure and forfeiture." And yet, at this very period, and up to the year 1830, the representatives of the American government were pressing upon the cabinet of England the justice as well as the

(*a*) Macgregor, Part 15, vol. ii, p. 1370. (*b*) Mr. Pitt and Sir Robert Peel.

(*c*) The present duty on raw tobacco is, at least, 1,000 per cent. above prime cost.

policy of unrestricted commercial intercourse between all the ports of the two countries, but without success.

In 1818 another convention was ratified between the two governments, by the fourth article of which that of 1815 was continued in force for the term of ten years from that date; and in 1827 it was indefinitely extended and continued, either party being at liberty, on giving twelve months' notice to the other, to annul and terminate the said convention.

No terms, however, would be acceded to by the British government respecting the trade with her American colonies.

A recapitulation of the various acts of Parliament and orders in council, as well as the general history of the commercial antagonism and reciprocal exclusion which marked this period, belongs more properly to the digest of our commercial relations with the English colonial possessions.

It is true, it would not be difficult to trace the influence of this controversy in the commercial legislation, more particularly in relation to the tariff regulations of both countries, during the entire period of its continuance. Still, the general subject belongs to a review of our trade with the colonies of Great Britain, and to that portion of this digest reference is made.

It has been already stated that, in the convention of 1827, it was agreed that the provisions of the convention of 1815 should be indefinitely extended and continued; but that it should be competent, nevertheless, to either of the parties, on giving twelve months' notice, to annul and abrogate the said convention.

No such notice has been given by either party, and, consequently, the convention still remains in force.

Since that period, however, the commercial policy of Great Britain has totally changed. The vast pile of navigation laws which contributed to build up her naval power, and extend her commerce to every corner of the globe, has been swept away by the reforming hand of a more liberal legislation; the whole frame-work of her tariff policy has been demolished; the heavy duties on the various classes of raw material have been removed; and, with the exception of a few articles on which, for revenue purposes only, heavy duties are still retained, the raw produce of the world is brought to the storehouses of her manufacturers, unencumbered with those custom-house charges which, before this period, absorbed so large a share of the profits of their industry and skill.

The act of 12 and 13 Victoria, chapter 29, passed on the 26th June, 1849, introduced this new era in the commercial history of Great Britain. The leading provisions of this act, as well as of the various acts, orders in council, proclamations, &c., which it superseded, will be found at length in a report from the Department of State in 1853, entitled "Ex. Doc. No. 52, Senate," pages 9–16. Section 21 of this act declares that it shall come into operation on the 1st day of January, 1850.

Thus, at length, the limbs of British commerce were freed from the pinions by which it was fettered for upwards of two centuries. The visions of Mr. Pitt were realized in the liberal policy of Sir Robert Peel's enlarged and enlightened statesmanship.

This act establishes the comprehensive principle of admitting into the ports of Great Britain, or into any British possessions, goods of any sort, in a ship of any country, from any part of the world. Such prohibitions and restrictions, however, as were, before the passage of this act, deemed necessary either for the safety or for the protection of revenue and mercantile interests, still remain in force.

The following is a brief summary of such prohibitions and restrictions, so far as they affect the commercial relations of the United States with Great Britain:

Books, wherein the copyright shall be first subsisting, first composed, or written or printed in the United Kingdom, and printed or reprinted in any other country, as to which the proprietor of such copyright or his agent shall have given to the commissioners of customs a notice in writing that such copyright subsists, such notice also stating when such copyright shall expire.

Coin, viz: False money or counterfeit sterling; silver coin of the realm, or any money purporting to be such, not being of the established standard in weight or fineness; extracts, essences or other concentrations of coffee, chicory, tea, or tobacco, or any admixtures of the same; malt.

Prints, indecent or obscene; paintings, books, cards, lithographic or other engravings, or any other indecent or obscene articles.

Snuff-work; tobacco-stalks stripped from the leaf, whether manufactured or not; tobacco-stalk flour.

GOODS PROHIBITED TO BE IMPORTED EXCEPT IN TRANSIT, AND SUBJECT TO SUCH REGULATIONS AND RESTRICTIONS AS THE COMMISSIONERS OF THE TREASURY MAY DIRECT, AND DULY REPORTED AS GOODS IN TRANSIT.

Articles of foreign manufacture, and any packages of such articles bearing any names, brands, or marks, being, or purporting to be, the names, brands, or marks of manufacturers resident in the United Kingdom.

Parts of articles, viz: Any distinct or separate part of any article not accompanied by the other part or all the other parts of such articles so as to be complete and perfect, if such articles be subject to duty according to the value thereof. (*a*.)

GOODS PROHIBITED TO BE IMPORTED, EXCEPT SUBJECT TO RESTRICTIONS ON IMPORTATION.

Arms, ammunition, gunpowder, or any other goods, may be prohibited by proclamation or order in council.

SILK.—Manufactures of silk, being the manufactures of Europe, unless into London, Liverpool, Hull, Southampton, Leith, Dublin, or ports appointed by the commissioners, or into Dover or Folkstone, direct from Calais or Boulogne, and unless in ships of 50 tons burden or upwards.

SPIRITS, (not being perfumed or medicinal spirits,) unless in ships of 50 tons burden at least, and in casks or other vessels, each of such casks or other vessels being of the contents of 20 gallons at least, and duly reported, or in glass bottles, or stone bottles, not exceeding the size of 3-pint bottles, and being part of the cargo of the importing ship and duly reported.

TOBACCO, SNUFF, CIGARS, CIGARILLOS OR CIGARETTOS.—Unless in ships of not less than 120 tons burden, and into ports approved by the commissioners of the customs.

Tobacco, cigars, or snuff, unless in packages each containing not less than 80 pounds net weight. (*b*)

Cigarillos or cigarettos, unless in packages each containing not less than 75 pounds net weight.

If any goods be imported contrary to the foregoing prohibitions and restrictions, the same to be forfeited.

The following are the only ports into which tobacco and snuff can be imported, viz:

England.—London, Liverpool, Southampton, Falmouth, Lancaster, Whitehaven, Plymouth, Newcastle, Swansea, Hull, Preston, Cowes, Bristol.

Scotland.—Glasgow, Port Glasgow, Aberdeen, Leith, Greenock.

(*a*) By Treasury order of February 3, 1855, watch-works, when introduced separately as a raw material for watch-making, are exempted from this prohibition.

(*b*) Tobacco and snuff for private use, in packages under the legal size, may be admitted by special leave of the board, provided it be for the use of the person to whom it is consigned, and be inserted in the manifest and report, the application and proof being made by such person.

Ireland.—Dublin, Belfast, Cork, Galway, Limerick, Londonderry, Newry, Sligo, Waterford, Wexford, Drogheda.

The 43d section of 16 and 17 Victoria provides that no goods shall be deemed to be imported from any particular place, unless imported direct from such place, and shall have been there laden on board the importing ship, either as the first shipment of such goods, or after the same shall have been actually landed at such place.

Section 41 (chapter 107) of 16 and 17 Victoria declares that it shall be lawful to import into the United Kingdom any goods not prohibited, and to warehouse such as are subject to duties of customs, in duly approved warehouses, without payment of duty on their first entering; but the duties on the following goods, and such other goods as the commissioners of the treasury may, from time to time, direct, shall be paid on the first importation thereof, viz: Corn, grain, meal, and flour, and wood goods from British possessions.

No goods except diamonds, bullion, lobsters, and fresh fish of British taking, and imported in British ships, which may be landed without report or entry, shall be unshipped or be landed on Sundays or holidays, nor on any other days except between eight o'clock in the morning and four o'clock in the afternoon from the 1st of March until the 1st of November; and between nine o'clock in the morning and four o'clock in the afternoon, from the 1st of November until the 1st of March, or during such other hours as may be appointed by the commissioners; nor shall any goods be unshipped or landed, unless in the presence or with the authority of a customs officer; nor shall they be landed, except at some legal quay, wharf, or other duly appointed place; nor shall any goods, after having been transhipped, be removed into any other craft, without permission of such officer, under the penalty of forfeiture; and if any goods shall be unshipped for the purpose of being landed after due entry thereof, they shall be forthwith removed to and landed at the place at which the same are intended to be landed; and in default thereof, such goods shall be forfeited, together with the barge or other vessel employed.

The master of every ship, whether laden or in ballast, shall, within twenty-four hours after arrival from ports beyond the seas, and before bulk be broken, make due report of such ship in the form following, (*a*) or to the same effect, embracing the several particulars indicated therein; and if the cargo of such ship shall have been laden at several places, he shall state the names of those places, in the order of time in which the same were laden, opposite to the particulars of the goods so laden; and failing so to do, or if any of the particulars contained in such report be false, the master shall forfeit £100 ($500).

The master of every ship arriving from ports beyond the seas, at the time of making report, if required, shall deliver to the collector or comptroller the bill of lading, or a copy thereof, for any part of the cargo laden on board, and shall answer all such questions relating to the ship, cargo, crew, and voyage, as shall be put to him; and in case of failure or refusal, or to answer truly, or to produce such bill of lading or copy; or if the same be false; or if any bill of lading be uttered or produced by any master, and the goods specified therein shall not have been *bona fide* shipped on board such ship; or if any bill of lading uttered or produced by any master shall not have been signed by him, or any such copy shall not have been received previously to his leaving the place where the goods expressed therein were shipped; or, if after the arrival of any ship within four leagues of the coast of the United Kingdom, bulk be broken, or any

(*a*) FORM OF ENTRY.

NAME OF SHIP.	BRITISH OR FOREIGN. (If foreign, country to which she belongs.)	NUMBER OF CREW.			
		British seamen.	Foreign seamen.	Name of master.	Port or place whence arrived.

alteration made in the stowage of the cargo so as to facilitate the unlading of any part thereof; or if any part be staved, destroyed, or thrown overboard, or any package be opened, in every such case the master shall forfeit £100 ($500).

A perfect entry shall be made before unshipment, by the importer or his agent, of all goods liable to duty and intended for home use on the landing thereof, and the particulars thereof shall agree with those of the report, and any certificate of origin or other document conferring a benefit by the distinction; and whenever the value of any goods is required to be stated in the entry, the importer or his agent shall declare to the same at the foot thereof.

It is competent, under the provisions of 16 and 17 Victoria, chapter 107, section 57, for the officers of the customs to detain goods which appear to them to be undervalued; in which case, they shall forthwith give notice in writing to the party entering the same, and stating the value thereof as estimated by them; either delivering such notice in person, or transmitting it by post to the address stated in the entry; (*a*) and the commissioners shall, within seven days after the detention of such goods, determine either to deliver them on the entry or retain them for the use of the Crown; in which latter case, they shall cause the value, as stated in the entry, together with five per cent. additional, and the duty already paid, to be paid to the party entering them, in full satisfaction for such goods; or, on application, may permit such person to amend his entry at such value.

Sections 66 to 73 of the act already cited require that, with each entry, two or more duplicates shall be delivered, in which all sums or numbers may be expressed in figures, and the number of duplicates shall be such as the collector or comptroller may require. Importers or agents wilfully failing to comply with these regulations, so far as applicable to the goods entered by them, shall pay £20 ($100). No entry shall be valid unless the goods are properly described therein by the denominations, and with the character and circumstances according to which such goods are charged with duty, or may be imported either for home use, or to be warehoused for exportation only. If any goods or other things shall be found concealed in any way, or packed to deceive the officers, in any package landed in pursuance of any entry, such package and its entire contents shall be forfeited; and if any goods not duly entered shall be taken or delivered from any ship or warehouse, the same shall be forfeited.

It is provided, however, that no entry shall be required in respect of passengers' baggage, which may be landed, examined, and delivered as the commissioners may direct; but if prohibited or uncustomed goods be found concealed therein, either before or after landing, the same shall be forfeited, together with the other articles of the package. Surplus stores, not being merchandise, nor deemed excessive, may be entered for private use, or warehoused for future use as ship stores, although they cannot be legally imported as merchandise. At ports where agents for the clearance of ships, goods, or baggage shall be required to be licensed, any person not so licensed, or duly appointed clerk to a person licensed, acting as such agent or clerk, or whether licensed or not, making entry of any goods without the authority of the proprietor or consignee, shall for such offence forfeit £20 ($100); but no such penalty shall extend to persons acting for dock companies, or otherwise authorized by law to pass entries, or to any merchant, importer, or consignee of goods, acting himself in respect thereof; or any clerk or servant exclusively employed by him, or by any such person in copartnership. Officers of customs may require of persons applying to transact business on account of others a written authority, and, in default of its production, refuse to transact such business. Officers of customs may take samples of goods for examination, for ascertaining the duties payable thereon, or for such other purpose as the commissioners may deem necessary, and dispose of the same in the manner they may direct.

If within fourteen days after the arrival of the ship, (exclusive of Sundays and holidays,) the

(*a*) In cases in which articles shall have been undervalued, or entered under a wrong denomination, and the difference of duty shall not exceed £10 ($50), the collector and comptroller may permit the entry to be amended, on proof that no fraud had been intended, taking a deposite not exceeding £2 ($10) to abide the board's decision.

importer shall not make entry of his goods, or, having entered, shall not within that time, or within such further period as the commissioners shall direct, land the same, the officers may convey the said goods to the Queen's warehouse; and whenever the cargo of any ship shall have been discharged within fourteen days, excepting only a small quantity, the officers of customs may forthwith convey such remaining goods to the Queen's warehouse, and also, at any time after arrival, may convey any small parcels or packages of goods to the Queen's warehouses, there to remain during the remainder of such fourteen days, for due entry; and if the duties on goods so conveyed to the Queen's warehouse be not paid within three months afterwards, or within such further period as the commissioners may direct, together with all charges of removal and warehouse-rent, such goods may be sold, and the proceeds thereof be applied, first, to the payment of freight and charges, next of duties, and the overplus, if any, shall be paid to the proprietor on his application for the same; but if such goods be of a perishable nature, the commissioners may forthwith direct their sale, and apply the proceeds thereof: provided, always, that, if forty-eight hours, or any earlier period after the report, is specified in the bills of lading for the discharge of cargo, the importer, &c., neglect to enter and hand the same within such forty-eight hours, the master or owner of such ship may then himself enter and land such goods. Whenever goods shall remain on board ship beyond the period of fourteen days after arrival, or beyond any further period the commissioners may allow, such ship shall be detained by the proper officer until all expenses be paid for watching and guarding such goods beyond the prescribed period, not exceeding 5*s*. ($1 20) per diem, and for removal to the Queen's warehouse, provided they be removed.

If goods be removed from any ship, quay, wharf, or other place, previous to the examination thereof by the proper officer of the customs, unless under the care or authority of such officer; or if goods entered to be warehoused, or re-warehoused, shall be carried into the warehouse, unless with the authority or under the care of the proper officer, and in such manner, by such persons, within such time, and by such roads or ways as the officer shall direct, such goods shall be forfeited.

All goods warehoused shall be deposited in the packages in which they shall have been imported, except such goods as are permitted to be skipped (*a*) on the quay, or bulked, sorted, lotted, packed, or re-packed in the warehouse after the landing thereof, in which case they shall be deposited in the packages in which they shall be when the account thereof is taken by the proper officer; and if such goods are not so deposited, or if any alteration shall afterwards be made in them, or in the packing thereof in the warehouse, or if they shall be removed without the presence or sanction of the proper officer, except for delivering under the proper warrant, order, or authority for that purpose, they shall be forfeited.

All goods deposited in warehouses shall be cleared, either for home use or exportation, at the expiration of five years from the date of warehousing, or within such further period and in such cases as the commissioners of the treasury shall direct, unless the owner or proprietor of such goods be desirous of re-warehousing them; in which case they shall be examined by the proper officers, and the duties due on any deficiencies or difference between the quantity ascertained on landing and the quantity then found to exist, subject to such allowances as are by law permitted in respect thereof, together with the necessary expense attendant thereon, shall be paid down, and the quantity so found shall be re-warehoused in the name of the then owner or proprietor thereof, in the same manner as on first importation.

If any warehoused goods shall not be duly cleared, exported, or re-warehoused, and the duties due on the deficiencies shall not be paid down at the expiration of five years from the previous entry and warehousing, or within such further period as shall be directed, the same, if worth the duty, after one month's notice to the warehouse-keeper, shall, with all convenient speed, be sold either for home use or exportation, with or without the consent of the warehouse-keeper, and the proceeds thereof be applied to the payment of the duties, warehouse-rent, and

(*a*) The temporary transfer of goods from one package to another.

charges, and the surplus, if any, be paid to the owner or proprietor, if known; but if he cannot be found, the surplus shall be carried to the Crown's account, to abide the claim of such party on his appearing and making it good; and if such goods be not worth the duty, then, after one month's notice, the same may be exported or destroyed, with or without the concurrence of the owner thereof, or the proprietor of the warehouse, as the commissioners shall see fit; and the duties due upon any deficiencies not allowed by law, shall be paid by the proprietor of the warehouse.

The commissioners of customs may permit any goods to be taken out of the warehouse without payment of duty, for such purpose or for such period as to them shall appear expedient, and in such quantities, and under such regulations and restrictions, and with such security, by bond, for the due return thereof or the payment of the duties, as they may direct.

No warehoused goods shall be taken or delivered from the warehouse, except upon due entry for exportation, under the care of the proper officers, or upon due entry and payment of the full duties for home use, except goods delivered into the charge of the searchers to be shipped as stores, in such quantities as the collector or comptroller shall allow, subject to the regulations of the commissioners.

Upon the entry of goods to be cleared from the warehouse for home use, the person entering the same shall deliver a bill of entry and duplicates thereof, in like manner and form, and containing the same particulars, as are hereinbefore required on the entry of goods to be delivered for home use on the landing thereof, as far as the same may be applicable, and shall pay down to the proper officer of the customs the full duties thereon, not being less in amount than according to the account of the quantity taken by the proper officer on the first entry, except as to the following goods, viz: Tobacco, wine, spirits, figs, currants, raisins, and sugar, the duties whereon, when cleared from the warehouse for home use, shall be charged upon the quantity ascertained by weight, measure, or strength, at the time of actual delivery thereof, unless there is reasonable ground to suppose that any portion of the deficiency between the weight ascertained on landing and first examination, and that ascertained at the time of actual delivery, has been caused by illegal or improper means; in which case, the proper officer of customs shall make such allowances only for loss as he may consider fairly to have arisen from natural evaporation or other legitimate cause.

When any deficiency occurs in goods chargeable to pay duty according to value, the value thereof shall be estimated, as nearly as conveniently may be, by the officers of customs, according to the market price of the like sort of goods.

No duty shall be charged in respect of any deficiency in goods entered and cleared from the warehouse for exportation, unless the officers of customs have reasonable ground to suppose that such deficiency or part thereof has arisen from illegal abstraction.

No entry for home consumption, from and after the passing of this act (customs consolidation act, 16 and 17 Vict., chap. 107,) shall be received for any timber or wood goods in bond, for a less quantity, at any one time, than five loads, unless such wood goods shall be delivered by tale, in which case the entry may be passed for any quantity not less than 240 pieces; and no less quantity shall be delivered in virtue of any such entry, at any one time, than one load of such timber or wood goods, or than 90 pieces, if delivered by tale.

No pack or parcel of playing-cards imported into the United Kingdom shall be sold or kept for sale, without being separately enclosed in a wrapper provided by the commissioners of inland revenue, with such device thereon as they may direct, and securely fastened, so that such wrapper cannot be opened without being destroyed; and persons selling or offering for sale any pack or parcel of playing-cards not separately enclosed, &c., shall be liable to a penalty of £10 ($50), and the goods to seizure.

The first and immediate effect of these liberal reforms, introduced by the acts and regula-

tions just cited, and briefly condensed so far as they relate to foreign commerce, is, that a large bulk of our trade with France is now carried on by means of *transit* through English ports.

This branch of trade in 1851 increased the commerce and shipping of England to the extent of $11,413,195 (£2,282,639), and in 1852 to the extent of $12,822,145 (£2,564,429). (*a*)

The increase in British tonnage in four years after the passage of the act, (12 and 13 Victoria, chap. 29,) was as high as 700,000 tons, and the number of sailors was augmented to the amount of at least 20,000. Thus Great Britain herself derived the first fruits of a policy so comprehensive and liberal.

The only restriction—if we except her tariff duties which bear with special rigor upon one of our leading staples (*b*)—which the act of 1849 has left untouched, was that which related to the coasting trade of Great Britain and her colonial dominions.

In 1854 (March 16) Lord Stanley introduced in the House of Lords his bill for the repeal of the regulations which then governed the coasting trade of Great Britain. He was of opinion that it would be a narrow and foolish course of reasoning to make the commerce of Great Britain in any way dependent on the fears or inexperience of other nations. "We should," he remarked, "go on fearlessly and independently in our course of improvement, and show our confidence in the principles we advocated by the sincerity and energy with which we enforced them. By the repeal of the laws of this country with reference to our coasting trade, there was no doubt but that America would, in time, see that it was to her advantage to hold out to us the same benefits we extended to her, and other countries would do the same. With regard to the bill, he had no doubt it would eventually be found to contribute, in most important respects, to the benefit and advantage of all classes connected with, or dependent in any way on, the shipping interests."

The preceding extract is given for the purpose of exhibiting the motives and views of British statesmen in admitting foreign vessels to the coasting trade of European ports of Great Britain. The bill met with but little serious opposition; and by the act entitled 17 Victoria, chapter 5, foreign ships are admitted to the coasting trade, subject, as to stores for the use of their crews, to the same laws and regulations as British ships.

The regulations for this trade are prescribed in sections 1, 2, 3, and 4 of the act.

The first section empowers her Majesty to exercise, in respect of ships and merchandise employed and conveyed in the coasting trade, like powers as are conferred in respect of foreign ships and merchandise employed and conveyed in the over-sea trade.

Second section subjects foreign ships engaged in the coasting trade, in respect of stores and as to other custom-house regulations, to the same laws to which British ships, when so employed, are now subject.

Section third equalizes foreign with British ships as to all dues, duties, and charges whatever, the employment of pilots, and as to all restrictions or extra charges whatever of private persons or bodies corporate.

Section fourth subjects foreign steam-vessels, carrying passengers in the coasting trade, to the provisions of the steam-navigation act.

The following is a summary of the rules applicable to British vessels engaged in the coasting trade, and, by virtue of the act above cited, also to foreign vessels which may avail themselves of the privileges granted by the act:

All trade by sea from one part of the kingdom to any other part thereof shall be deemed to be a coasting trade, and all ships employed therein shall be deemed coasting ships; and if doubt shall at any time arise as to what or to or from what parts of the coast shall be deemed a passage by sea, the commissioners of the treasury may determine in what cases the trade by water from one place to another in the United Kingdom shall or shall not be deemed a trade by sea.

(*a*) Speech delivered by Mr. Cardwell in the House of Commons, February 3, 1854.

(*b*) See Comparative Tariffs, Great Britain, article *Tobacco*.

COASTING SHIPS CONFINED TO COASTING VOYAGE.

No goods shall be laden on board any ship in the United Kingdom, to be carried coastwise, until all goods brought in such ship from parts beyond the seas shall have been unladen; and if any goods shall be taken into or put out of any coasting ship at sea or over the sea, or any such ship deviate from her voyage unless forced by unavoidable circumstances, and in either case, if the master shall not declare the same in writing, under his hand, to the collector or comptroller at the port where such ship shall afterwards first arrive, he shall forfeit £100 ($500).

TIMES AND PLACES FOR LANDING AND SHIPPING.

If goods shall be unshipped from any ship arriving coastwise, or be shipped or water-borne to be shipped on Sundays or holidays to be carried coastwise, or unless in the presence or with the authority of the proper officer of the customs, or unless at the times and places appointed, the same shall be forfeited, and the master of the ship shall forfeit £50 ($250).

MASTER TO KEEP A CARGO-BOOK, AND PENALTIES FOR FALSE ENTRIES.

The master of every coasting ship shall keep a cargo-book, stating the names of the ship, the master, the port to which she belongs, and on each voyage of the port to which she is bound; and at every port of lading, an account of all goods taken on board, stating the descriptions of the packages, the quantities and descriptions of the goods, whether packed or stowed loose, the names of the shippers and consignees, so far as such particulars are known, and at every port of discharge shall note the days on which any are delivered, and the times of departure; and such master shall produce such book on demand of any officer of customs, who may make any remark therein; and if, upon examination, any package entered in the cargo-book as containing foreign goods shall be found not to contain such goods, that package, with its contents, shall be forfeited; or if any package shall be found to contain foreign goods not entered in such book, such goods shall be forfeited; and if the master shall fail to keep such cargo-book, or to produce it, or if at any time there be found on board goods not entered in such book as laden, or any goods noted as delivered; or if any goods entered as laden, or any goods not noted as delivered, be not on board, the master shall forfeit £20 ($100).

ACCOUNT PREVIOUS TO DEPARTURE TO BE DELIVERED TO COLLECTOR, AND COMMISSIONERS MAY GRANT GENERAL TRANSIRES.

Before any coasting ship shall depart from the port of lading, an account, in duplicate, signed by the master, shall be delivered to the collector or comptroller, and he shall retain the duplicate, and return the original, dated and signed by him, and such account shall be the clearance of the ship for the voyage, and the *transire* (pass) for the goods expressed therein; and if any such account be false, the master shall forfeit £20 ($100).

Provided that the commissioners of customs, whenever it shall appear expedient, may permit general *transires* to be given for the lading and clearance, and for the entry and unlading of any coasting ship and goods.

NOTICE OF ARRIVAL, EXCISE GOODS AND FORFEITURE.

Within twenty-four hours after the arrival of any coasting ship at the port of discharge, and before any goods be unladen, the *transire*, with the name of the place where the lading is to be discharged noted thereon, shall be delivered to the collector or comptroller, who shall note thereon the date of delivery; and if any goods on board be subject to any duty of excise, the

same shall not be unladen without the authority or permission of the proper officer of excise; if any goods shall be laden or unladen contrary to any act relating to the customs, such goods shall be forfeited.

OFFICERS MAY GO ON BOARD AND EXAMINE ANY COASTING SHIP.

Any officer of customs may go on board and search any coasting ship, and examine all goods on board, and all goods then lading or unlading, and demand all documents which ought to be on board such ship; and the collector and comptroller may require that such documents shall be brought to him for inspection; and the master refusing to produce such documents on demand, or to bring the same to the collector or comptroller when required, shall forfeit £20 ($100).

EXEMPTIONS FROM COASTING REGULATIONS.

Steam vessels and sailing vessels employed in the conveyance of passengers and their baggage coastwise, are to be placed precisely on the same footing, and in neither case are the baggage and effects of passengers to be subjected to coast regulations, or the vessels to tonnage duty; and all articles of apparel and household furniture, liquors, and provisions taken by passengers for their private use, or small quantities of shop goods taken by tradesmen, passengers on board such vessels, are to be considered as baggage, and exempt from coast regulations; as are also exempt packages, live fish, chippings of granite, cobble stones, whin stones, kelp, Kentish rag stones, flints picked off land, pebbles, gravel, and chalk, faggots or bavins for bakers' use, hay, straw, fresh meat, soap, ashes for manure, coal-ashes, iron-stone, and all stone quarried in the country, bones for manure, bricks and British tiles, slates, native timber, and wood for pit-props and sleepers, also china clay.

It is not known positively how many nations have so far reciprocated the coasting-trade privileges thus granted by Great Britain to foreign nations.

On the 6th day of February, 1855, Tuscany entered into a convention with Great Britain for that purpose.

The first article of this treaty stipulates that the subjects and ships of each of the high contracting parties shall enjoy in the dominions and territories of the other the same rights with respect to the coasting trade, and shall be treated in every case with regard to that trade in the same manner as native subjects and national vessels.

A similar treaty was negotiated with Sardinia, March 22d, 1855. So long, however, as the restrictions with respect to the colonial coasting trade continue in force, it is very doubtful whether any of the great commercial nations of the world will be disposed to abolish or relax their present coasting-trade regulations. As respects the United States, there would be no equivalent whatever.

THE EFFECT OF THE ACT OF 1854, OPENING THE COASTING TRADE OF GREAT BRITAIN TO FOREIGN VESSELS.

During the month ending July 5, 1852, the tonnage entered inward (in all British European ports) in the coasting trade was 1,044,862 tons. For the same month in 1853, it reached 1,097,472 tons, and in the corresponding month of 1854 it was 1,069,384 tons. The clearances outward (in the same trade) for July, 1852, were 1,131,561 tons; for July, 1853, 1,196,188; and for the same month in 1854, 1,189,513. With but one or two exceptions, the whole of the tonnage given above was British; a fact which a comparison of the figures representing this trade during the same month in three consecutive years, as given in the British official returns of trade, will at once exhibit.

The following condensed summary will explain the regulations which must be complied with by every vessel, from the period of arrival in port until her discharge is completed; and, with

respect to exportations, the necessary proceedings from the entry outwards until the vessel's final clearance, will also be indicated. They are presented somewhat at length, so that a comparison between them and the United States custom-house regulations and laws may be the more easily made.

Importation, as legally defined, takes place immediately the importing ship comes within the limits of the port, and the "time of a ship's arrival" is that at which the report thereof shall or ought to have been made. Exportation is, in like manner, determined to be the time at which goods shall be shipped on board an export vessel; and final clearance, the time of her departure.

The master of every merchant-vessel, within twenty-four hours of entering the port of arrival, is bound, under a penalty of £100 ($500), to report his cargo to the chief officer of customs.

The chief officer of any ship in commission from her Majesty or any foreign state, having foreign goods on board, is required, in like manner, to deliver an account in writing under his hand, and to the best of his knowledge, of the description and particulars of such goods.

Before, however, the master is allowed to report, he must declare before some person duly authorized by the postmaster-general, that he has delivered, at the post office, all letters that were on board his ship. And, likewise, he must, under a penalty of £20 ($100), and the further sum of £10 for each alien not included in the declaration, truly declare to the number of aliens on board, or landed from his ship.

At the time of making his report, the master is to deliver, if required, to the collector or comptroller, the bill of lading, or a copy thereof, for every part of the cargo, and to answer such questions as shall be put to him, as to the ship, cargo, crew, and voyage. (*a*)

So soon as a vessel has reported, the importers, agents, or consignees of the cargo, having been advised by receipt of bills of lading or other intimation, may each enter their several goods. A latitude of fourteen days is allowed by law for this purpose; but, in order to clear the vessel more *speedily*, sight entries are permitted to the master or owner of any ship lying alongside the legal quays, or sufferance wharves, south of the Thames from London bridge eastward to Dockhead (*b*), under such general description as is contained in the report, for any goods that shall not have been entered by the owners thereof within forty-eight hours from the day of the report, (or earlier, if a briefer limit be set forth in the bill of lading,) upon condition that perfect entry be made by the proprietor within one month from the date of landing. Goods so circumstanced are only liable to seizure from inaccuracy of entry after the lapse of a month. When a value is required to be stated, the importer or his agent is to subscribe a declaration verifying such value; and false declarations render the parties making them liable to a penalty of £100 ($500).

The following tabular statement exhibits the port charges at the principal ports of England, Scotland, and Ireland, condensed from official authorities:

(*a*) The master, officer, crew, or passengers retaining letters after the delivery of the ship's letters to the post office, shall forfeit £5 ($25) for each letter; and for detaining letters after demand by the officer of customs or person authorized by the postmaster-general, £10 ($50) each.

(*b*) The regulations and legal provisions given in the summary are those that are followed at the port of London, but the general regulations are the same at other ports.

LIGHT DUES. (*a*)

Names of lights.	Coasters.	British and foreign privileged vessels over sea, per ton.
Scilly ---------- 1 light-house--	24 cents per vessel----	½ cent.
Eddystone ------- 1 ----do ------	48------do----------	1 cent.
Milford---------- 2 ----do ------	24------do----------	1 cent.
Portland ---- ---- 2 ----do ------	24------do----------	1 cent.
St. Bees --------- 1 ----do ------	----------	Vessels entering the harbors of Whitehaven, Parton, and Workington, and none other, 4 cents per ton yearly.
Foulness ---- ---- 1 ----do ------	½ cent per ton ------	½ cent.
Caskets ----- ---- 3 ----do ------	12 cents per vessel----	1 cent.
Nore ------------ 1 ----do ------	24 cents per 100 tons-	24 cents per 100 tons { But not chargeable on any excess above 500 tons.
Well ------------ 1 ----do ------	½ cent per ton ------	½ cent.
Flatholm -------- 1 ----do ------	24 cents per vessel----	1½ cent.
Lizard ---- ------ 2 ----do ------	48------do----------	1 cent.
Needles and Hurst, 3 ----do ------	24------do----------	1 cent.
Owers ----------- 1 ----do ------	24------do----------	1 cent.
Haisbro'--------- 3 ----do ------	½ cent per ton-------	½ cent.
Goodwin.--------- 1 ----do ------	24 cents per vessel----	1 cent.
Sunk ------ -----1 ----do ------	½ cent per ton-------	1 cent.
Flambro' --------- 1 ----do ------	½ ----do----------	½ cent.
South Stack------ 1 ----do ------	½ ----do----------	½ cent.
Fern ------------ 2 ----do ------	1½ ---do----------	1½ cent.
Burnham -------- 1 ----do ------	At Bridgewater, 72 cents per vessel; at Bristol, 12 cents per vessel.	At Bridgewater, $1 per vessel; at Bristol, under 100 tons, 72 cents per vessel; 100 tons and under 250 tons, $1 20 per vessel; 250 tons and upwards, $1 80 per vessel.
Lowestoft-------- 4 ----do ------	½ cent per ton-------	½ cent.
Air, 1 light-house, and buoys in the river Dee.	4 ----do----------	8 cents on vessels entering the port of Chester.
Lundy.----------- 1 light-house--	½ ----do----------	½ cent.
Spurn------------ 1 ----do ------	½ ----do----------	½ cent.
Bideford Bar ----- 2 ----do ------	24 cents per voyage on limestone vessels.	3 cents.
Bardsey.---------- 1 ----do ------	½ cent per ton-------	½ cent.
Usk-------------- 1 ----do ------	½ ----do----------	½ cent.
Lynn Well-------- 1 ----do ------	2 ----do----------	2 cents.
Beachy Head----- 1 ----do ------	24 cents per vessel----	½ cent.
Caldy ------------ 1 ----do ------	2 cents per ton-------	2 cents.
Nash------------- 2 ----do ------	½ ----do----------	1 cent.
Haisbro' --------- 1 ----do ---- {	----------	{ ½ cent.
North end---------- {	½ ----do----------	{
South Sand ------ 1 ----do ---- {	----------	{ 2 cents.
Head ------------- {	¼ ----do----------	{
Forelands.-------- 3 ----do ------	½ ----do----------	½ cent.
Falmouth harbor 1 ----do ------	½ ----do----------	1 cent.

NOTE.—Since the 1st of January, 1854, a reduction of 25 per cent. in the light dues of the United Kingdom has been allowed.

(*a*) These tables have been compiled from McCulloch's Commercial Dictionary, and compared with more recent authorities.

Besides the preceding list of light-houses, all of which are under the jurisdiction of the Trinity House, there are others, under the control of private individuals, who have generally obtained a lease of the same from the Crown for a definite number of years, with authority to charge certain fees on shipping. These fees, however, are the same on American as on British vessels.

The Scotch, or Northern lights, are under the management of a board of parliamentary commissioners. The act of 6 and 7 William IV, chapter 79, enacts that, from the 1st of January, 1837, all British and foreign privileged vessels, not wholly in ballast, which shall pass any Scotch light-house, or derive any benefit therefrom, shall pay one cent per ton for each time of passing.

IRISH LIGHTS.

Foreign vessels, one cent per ton for each light passed, except harbor lights, which are only chargeable to vessels entering the ports within which they are situated.

British and Irish, and equalized vessels, half a cent per ton (quarter cent if in ballast) for each light, except as above, with a duty of twenty-four cents on every "entry, cocket, (*a*) or warrant," when from foreign ports, but not otherwise.

The charters of most of these private light-houses authorized the levying of higher fees from foreign than from British shipping. When England, therefore, entered into reciprocal treaties with foreign powers, the government had to make these light-houses compensation for the diminution that consequently took place in their charges on foreign ships.

The Trinity corporation, however, has long since surrendered its right to such compensation, and the act 6 and 7 William IV forbids such compensation being made thereafter.

PILOTAGE.

Pilots are established, in various parts of the kingdom, by ancient charters or by particular statutes. The most important of these are those of Trinity House of Deptford Strand; the fellowship of the pilots of Dover, Deal, and the Isle of Thanet, commonly called the Cinque Ports pilots; and the Trinity House of Hull and Newcastle. A corporation for the regulation and licensing of pilots in Liverpool was established by 5 George IV, chapter 73.

The law provides, also, that no vessel in the coasting trade is to pay for less than eight feet of water, nor any vessel to pay for odd inches under half a foot. No coasting vessel, inward or outward bound, of the burden of 100 tons or upwards, (unless she be in ballast,) is to refuse a pilot, at option, as the master or owner is to pay full pilotage if one be offered.

HARBOR AND DOCK DUES—FOREIGN TRADE.

(Per act 51 George III, chapter 5.)

	Cents.
All parts of Europe to the northward of Cape Finisterre and to the westward of the North Cape, and without the Cattegat and Baltic sea, and including the islands of Guernsey, Jersey, Alderney, and Sark, the Faro Isles, and Iceland.....per ton	18
All ports within the Cattegat and Baltic, including the whole of Sweden, the White sea, and all ports to the eastward of the North Cape; all ports in Europe to the southward of Cape Finisterre, without the Mediterranean, Newfoundland, Greenland, Davis's Straits, Canaries, Western Islands, Madeira, and Azores.....per ton	24
All ports on the east coast of North America, the West Indies, the east coast of South America, to the northward of Rio de la Plata, inclusive; all parts of the west coast of Africa, and islands to the northward of the Cape of Good Hope; and all ports within the Mediterranean, including the Adriatic and Black seas and Archipelago, the islands of the Archipelago, the islands of St. Helena, Ascension, and the Cape Verd islands.....per ton	36

(*a*) A duplicate shipping bill.

	Cents.
All ports in South America to the south of Rio de la Plata, in the Pacific ocean, in Africa and Asia, to the eastward of the Cape of Good Hope.....per ton	36

ANCHORAGE.—MUNICIPAL CORPORATION GRANT BY PURCHASE FROM KING CHARLES THE FIRST.

On classes 1, 2, and 3, twenty-four cents per vessel. Classes 4 to 7, thirty cents. Vessels wind-bound, exempt from dock-dues only.

The preceding table will be better comprehended by giving a *pro forma* statement of port charges for a vessel of 500 tons, entering at and clearing from the port of Liverpool:

INWARDS.

Pilotage, 17 feet, at 9*s*.....	£7	13*s*.	0*d*.....	$36	72
Row-boat hire in the river, and warping into dock.....	1	5	0	6	00
Lights, 5¾*d*. per ton.....	11	19	7	57	50
Dock dues, 1*s*. 4½*d*. per ton.....	34	7	6	165	00
Discharging cargo, about.....	20	0	0	96	00
	£75	5*s*.	1*d*.....	$361	22

OUTWARDS.

Loading cargo, supposing ship to carry 750 tons, (from 11*d*. to 1*s*. per ton, say 1*s*. per ton,).....	£37	10*s*.	0*d*.....	$180	00
Lights, 5¾*d*. per ton.....	11	19	7	57	50
Pilotage, 17 feet, at 4*s*. per foot.....	3	8	0	16	32
Clearance.....	1	1	0	5	04
	£53	18*s*.	7*d*.....	$258	86

PORT OF LONDON—TONNAGE RATES.

(Act 4 and 5 William IV, chapter 32.)

	Cents.
First Class.—For every vessel trading coastwise between the port of London and any place in Great Britain, Ireland, the Orkneys, Shetland, or the Western islands of Scotland, for every voyage, both in and out of the said port.....per ton	1
For every vessel trading coastwise between the port of London and any place in Great Britain, Ireland, the Orkneys, Shetland, or the Western islands of Scotland, for every voyage, both in and out of the said port.....per ton	1
For every vessel entering inward, or clearing outward, in the said port, from or to Denmark, Norway, Lapland, (on this side of the North cape,) or from Holstein, Hamburg, Bremen, or any other port of Germany bordering on or near the Germanic ocean, or from or to Holland, or any other of the United Provinces, or Brabant, Flanders, Antwerp, or other ports of the Netherlands, or from or to France, (within Ushant,) Guernsey, Jersey, Alderney, Sark, or the Isle of Man, for every voyage, both in and out of the said port.....per ton	1
For every vessel entering inwards, or clearing outwards, in the said port, from or to France, (between Ushant and Spain,) Portugal, Spain, (without the Mediterranean,) or any of the Azores, Madeira, or Canary islands, or any of the United States of America, or of the British provinces or colonies in North America, or Florida, there shall be paid for every voyage in and out of the said port.....per ton	1½

	Cents.
For every vessel entering inwards, or clearing outwards, in the said port, from or to Greenland, Gibraltar, France, or Spain, (within the Mediterranean,) or any country, island, port, or place within or bordering on the Mediterranean or Adriatic seas, or from the West Indies, Louisiana, Mexico, South America, Africa, East Indies, China, or any other country, island, or place within or bordering on or near the Pacific ocean, or from any other country, island, or place whatsoever to the southward of twenty-five degrees of north latitude, for every voyage, both in and out of the said port.....per ton	1½

Among other exemptions, this charge does not apply to vessels going in or out of the port of London when in ballast.

TONNAGE DUES CHARGED BY THE LONDON DOCK COMPANY.

First Class.—Vessels from any port in the United Kingdom, Isle of Man, Jersey, Guernsey, Alderney, Sark, or other European ports outside the Baltic, between the North cape and Ushant, (Hamburg, Bremen, and Embden excepted—see second class,) with liberty to reload for any port.....	12
Second Class.—Vessels from Hamburg, Bremen, and Embden, with liberty to reload for any port.....	12
Third Class.—Vessels from any port in the Mediterranean, with liberty to reload for any port.....	18
Fourth Class.—Vessels from all other ports or places whatsoever, (with the exceptions after mentioned,) with liberty to reload for any port.....	18
Vessels loading for any ports or places in the third or fourth classes, not having discharged their cargoes in the docks.....	18

Rates of Pilotage demanded and received by Pilots licensed by the Corporation of Trinity House of Deptford Strand, for Piloting Vessels.

From—	To—	7 feet and under.	8 feet.	9 feet.	10 feet.	11 feet.	12 feet.	13 feet.	14 feet.	15 feet.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
The Sea, Orfordness, the Downs, Hoseley Bay, and *vice versa.*	The Nore or Warps.....	3 13 6	4 2 9	4 12 0	5 1 3	5 5 9	6 5 0	6 13 6	7 7 3	7 16 6
	Gravesend, Chatham, Standgate Creek, or Blackstakes.....	4 12 0	5 7 9	6 3 3	6 18 0	7 11 9	8 5 6	8 19 6	9 13 3	10 7 0
	Long Reach	4 16 6	5 12 3	6 8 0	7 2 6	7 18 3	8 14 9	9 8 6	10 0 0	10 16 3
	Woolwich or Blackwall.....	5 5 9	6 1 6	6 17 0	7 11 9	8 10 3	9 4 0	10 2 6	11 0 9	11 14 6
	Moorings or London Docks.....	5 16 0	6 9 9	7 3 6	7 17 3	8 19 6	9 13 3	10 11 6	11 10 0	12 8 6
The Nore or Warps, and *vice versa.*	Gravesend, Standgate Creek, or Blackstakes	1 18 9	2 3 3	2 7 0	2 10 6	2 19 9	3 6 3	3 11 9	3 15 6	4 2 9
	Long Reach or Chatham.....	2 6 0	2 10 6	2 15 3	2 19 9	3 9 0	3 18 3	4 2 9	4 7 0	4 13 9
	Woolwich or Blackwall.....	2 15 3	3 1 9	3 8 0	3 13 6	4 2 9	4 10 3	4 19 0	5 8 6	5 16 0
	Moorings or London Docks.....	3 4 6	3 10 9	3 17 3	4 2 9	4 16 6	5 5 9	5 15 0	6 4 3	6 13 6
Gravesend Reach, & *vice versa.*	Long Reach	9 3	14 9	1 0 3	1 5 3	1 10 0	1 14 6	1 19 0	2 3 9	2 8 3
	Woolwich or Blackwall.....	1 3 0	1 7 6	1 12 3	1 16 9	2 4 3	2 13 6	3 2 6	3 11 9	3 18 3
	Moorings or London Docks.....	1 7 6	1 14 0	2 0 6	2 6 0	2 15 3	3 4 6	3 13 6	4 2 9	4 12 0
	Sheerness, or Standgate Creek, or Blackstakes	2 15 3	2 19 0	3 1 9	3 4 6	3 13 6	4 2 9	4 12 0	5 1 3	5 10 6
	Chatham	3 4 6	3 8 0	3 10 9	3 13 6	4 2 9	4 12 0	5 1 3	5 10 6	5 19 6
Long Reach, and *vice versa.*	Woolwich or Blackwall.....	18 6	1 2 0	1 4 9	1 7 6	1 16 9	2 6 0	2 15 3	3 4 6	3 13 6
	Moorings or London Docks.....	1 7 6	1 11 3	1 14 0	1 16 9	2 6 0	2 15 3	3 4 6	3 13 6	4 2 9
	Sheerness, Standgate Creek, or Blackstakes	3 4 6	3 8 0	3 10 9	3 13 6	4 2 9	4 12 0	5 1 3	5 10 6	5 19 6
	Chatham	3 13 6	3 17 3	4 0 0	4 2 9	4 12 0	5 1 3	5 10 6	5 19 6	6 8 9
Woolwich or Blackwall, and *vice versa.*	Moorings or London Docks.....	18 6	1 2 0	1 4 9	1 7 6	1 10 0	1 12 3	1 16 9	2 1 6	2 6 0
	Sheerness, Standgate Creek, or Blackstakes	3 13 6	3 17 3	4 0 0	4 2 9	4 12 0	5 1 3	5 10 6	5 19 6	6 8 9
	Chatham	4 2 9	4 6 6	4 9 3	4 12 0	5 1 3	5 10 6	5 19 6	6 8 9	6 18 9

Rates of Pilotage—Continued.

From—	To—	16 feet.	17 feet.	18 feet.	19 feet.	20 feet.	21 feet.	22 feet.	23 feet and upwards.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
The Sea, Orfordness, the Downs, Hoseley Bay, and *vice versa*.	The Nore or Warps	8 14 9	9 8 6	10 17 0	11 10 0	12 17 6	14 5 3	16 11 3	18 8 0
	Gravesend, Chatham, Standgate Creek, or Blackstakes	11 0 9	11 14 6	14 1 6	16 13 0	19 6 6	21 5 0	23 3 9	25 2 3
	Long Reach	11 10 0	13 3 6	15 9 0	18 11 0	21 5 0	23 0 0	24 16 9	26 13 6
	Woolwich or Blackwall	12 8 6	14 3 6	16 5 9	19 11 0	22 1 6	24 16 9	27 12 0	
	Moorings or London Docks	13 2 3	14 14 6	17 0 6	20 10 3	23 4 6			
The Nore or Warps, and *vice versa*.	Gravesend, Standgate Creek, or Blackstakes	4 10 3	5 1 3	5 16 0	6 8 9	7 14 6	8 14 0	9 13 3	10 12 6
	Long Reach or Chatham	5 5 0	5 16 0	6 15 3	8 5 6	9 13 3	10 12 6	11 11 9	12 15 3
	Woolwich or Blackwall	6 4 3	7 2 6	8 3 9	9 4 0	11 11 9	12 11 3	13 16 0	
	Moorings or London Docks	7 2 6	8 1 0	9 4 0	11 0 9	12 17 6	13 16 0		
Gravesend Reach, and *vice versa*.	Long Reach	2 13 0	2 17 6	3 2 0	3 6 9	3 11 3	4 12 0	5 10 6	
	Woolwich or Blackwall	4 5 6	4 13 9	5 1 3	6 4 5	7 11 9	8 19 6	9 13 3	
	Moorings or London Docks	5 1 3	5 10 6	5 19 6	7 7 3	8 14 9			
	Sheerness, Standgate Creek, or Blackstakes	5 19 6	6 8 9	6 18 0	7 7 3	7 16 5			
	Chatham	6 8 9	6 18 0	7 7 3	7 16 5	8 5 6			
Long Reach, and *vice versa*.	Woolwich or Blackwall	4 2 9	4 12 0	5 3 6	5 16 0	6 8 9	8 5 6	9 4 0	
	Moorings or London Docks	4 12 0	5 3 6	5 16 0	6 8 9	7 7 3	9 4 0		
	Sheerness, Standgate Creek, or Blackstakes	6 8 9	6 18 0	7 7 3	7 17 6	8 5 6	8 14 9		
	Chatham	6 18 0	7 7 3	7 16 6	8 5 6	8 14 9	9 4 0		
Woolwich or Blackwall, and *vice versa*.	Moorings or London Docks	2 10 6	2 15 3	2 19 9	3 4 6	3 9 0			
	Sheerness, Standgate Creek, or Blackstakes	6 18 0	7 7 3	7 16 6	8 5 6	8 14 9			
	Chatham	7 7 3	7 16 6	8 5 6	8 14 9	9 4 0			

NOTE.—Multiply the pounds by 20, and add in the shillings; multiply the product by 12, and add in the pence; multiply the product by 2, and the result will be cents.

PILOTAGE.

HULL.	From or to—	To or from—	Per foot.
	The distance at sea where the North Ness of Dimlington bears west-southwest to the northward of Kilnsea North Cliff	Hawke Roads or Grimsby Roads	$0 60
		White Booth Roads	84
		The port of Kingston-upon-Hull	1 30
	The distance at sea where Kilnsea North Cliff bears west-northwest to the northward of the new sand buoy, or the floating light-vessel at the entrance of the river Humber	Hawke Roads or Grimsby Roads	36
		White Booth Roads	60
		The port of Kingston-upon-Hull	96
	OUTWARDS.		
	British and privileged vessels in ballast		64
	" " with cargoes		96

There are other inconsiderable charges levied at this port for buoyage and beaconage, which are so insignificant in amount, and are equally levied upon British as upon foreign vessels, that they are omitted.

SCOTLAND.

PORTS.	PILOT DUES.	
GLASGOW AND GREENOCK	From any places between the Cumbray light and the Clochet light, or from anchorage at Fandie Roads, Roothesay bay, or Quarantine Station, Holy Lock, or Greenock Roads and mooring, and to the quay or berthing, per ton	$0 03
	From Greenock to Port Glasgow, per ton	2
LEITH	Vessels 7 feet and under, per foot	20
	Do 8 do do	24
	Do 9 do do	26
	Do 10 do do	28
	Do 11 do do	30
	Do 12 do do	32
	Do 13 feet and above do	36

IRELAND.

PORTS.	TOWAGE.	
DUBLIN	*Tug steamer.*—There being no fixed rates, the master makes the best terms he can, according to the state of the weather, &c., as follows: From Kingston harbor or the Bay of Dublin to Custom House quay, $25 to $50; from the light-house at the entrance of the river to quay, $15 to $25, and in proportion for shorter distances.	
	PILOTAGE.	
	British and foreign privileged vessels from outside of the banks over bar, per foot	$0 66½
	From inside banks over bar "	44½
	From bay over bar "	32½
	From Poolbeg to basin "	11
	OUTWARDS "	44½

NOTE.—Vessels in ballast, and vessels under 50 tons register, are exempted. There are other charges and dues payable to the corporation for preserving and improving the port; but as they are small in amount, and equally applicable to British vessels, they are omitted.

PORTS.	PILOT DUES.	
	From April 1 to October 1.	
CORK	Vessels under 80 tons	$2 88
	Vessels from 80 to 120 tons	3 84
	Vessels from 120 to 160 tons	4 80
	Vessels from 160 to 220 tons	5 28

NOTE.—The largest vessels may get to Passage; vessels drawing 11 feet may get up to Black Rock or Cork at spring tides; vessels drawing 11 to 12 feet get into Cross-haven, which is within the entrance of Cork-haven.

Larger vessels must remain at Cork or Passage for pilotage, to which points the same rates are levied on American as on British vessels.

IRELAND.

Ports.	Pilot dues.	Foreign trade.	Coasters.
Belfast ---	*From Belfast to Garmoyle or Whitehouse Roads, or vice versa.*		
	Vessels under 100 tons	$9 60	$7 20
	Vessels of 100 tons and under 125	10 80	8 40
	Vessels of 125 tons and under 150	12 00	9 60
	Vessels of 150 tons and under 200	14 40	12 00
	Vessels of 200 tons and under 250	16 80	14 40
	Vessels of 250 tons and under 300	19 20	16 80
	Vessels of 300 tons and under 350	21 60	19 20
	Vessels of 350 tons and under 400	24 00	21 60
	Vessels of 400 tons and under 450	25 20	22 80
	Vessels of 450 tons and under 500	28 80	25 20
	Vessels of 500 tons and under 550	31 20	26 40
	Vessels of 550 tons and upwards	33 60	28 80
	Quayage.		
	On vessels from foreign ports per ton	----------	10
	Coastwise	----------	6

Besides the foregoing, there are sundry wharf and other minor port charges, which are equally levied on British as on foreign privileged vessels.

The preceding tables give the principal charges on British and privileged vessels entering at or departing from the ports designated. For minor details, reference is made to the consular returns from the different ports respectively. (*a*)

The foreign trade of Great Britain, during the year ending January 5, 1854, employed 35,303 vessels, with an aggregate of 7,797,550 tons. The gross amount of customs duties received the same year was £22,419,308 ($112,096,540). The exports of British and Irish produce and manufactures during the same period amounted in value to £87,357,306 ($436,786,530).

The official returns for 1854 exhibit the following facts :

Imports to and from Great Britain and Ireland in 1854	£152,591,513 =	$762,957,565
Exports to and from Great Britain and Ireland in 1854	115,833,704 =	579,168,520

Imports to and from the United States in 1854 and 1855		$261,468,520
Exports from the United States of foreign goods	$26,158,368	
" " " Domestic manufacture	30,427,187	
" " " Other produce	162,323,948	
" " " Specie and bullion	56,247,343	
Total		275,156,846

The largest amounts of British imports from foreign countries were from the United States, viz., £29,795,590 ($148,977,950); from France, £10,634,727 ($53,173,635); from China, £9,125,040 ($45,625,200); from Russia, £9,055,503 ($45,277,515); from Holland, £6,733,172 ($33,665,860); and from Spain, £3,594,501 ($17,972,505).

(*a*) Part III.—Consular Returns.

The largest amounts exported to foreign countries were to the United States, viz: £21,127,631 ($105,638,155). In this amount are included only such articles as are the produce of the United Kingdom, exclusive of colonial and foreign products. The like exports to France amounted to £3,175,290 ($15,876,450); to Holland, £4,573,034 ($22,865,170); to Hanse-towns, £7,413,715 ($37,068,575); to Brazil, £2,891,840 ($14,459,200); to Victoria, £5,741,315 ($28,706,575); to New South Wales, £3,648,072 ($18,240,360); to South Australia, £1,146,113 ($5,730,565); and to the East Indies, £9,127,556 ($45,637,780).

The principal imports were grain and flour; cotton; wool; wood, timber, deals, and staves; wine; butter; tea, and tallow.

The principal exports were cotton goods; cotton yarn; woolen goods; linen; silk; woolen yarn; millinery and haberdashery; apparel; hardware and cutlery; iron, unwrought and wrought; earthen-ware and pottery; coals and coke, and tin.

The number of vessels entered at ports in England during the year 1853 was: British 10,345, with an aggregate of 1,933,741 tons; foreign 16,509, with an aggregate of 2,953,048 tons.

Of the above, there entered the port of London 3,033 British, measuring an aggregate of 561,342 tons; and 5,058 foreign, with an aggregate of 910,552 tons. The entries at Liverpool were: British 1,524 vessels, measuring 488,405 tons; and foreign 1,682 vessels, with an aggregate of 787,003 tons.

The number of vessels engaged in the foreign trade entered at ports in Scotland during the year 1853 was: British 1,863, with an aggregate of 402,372 tons; foreign 2,503 vessels, measuring in all 289,752 tons.

The total number of vessels that entered the ports of Ireland during the year 1853 was: British 1,159, measuring 234,892 tons; and foreign 1,195, with an aggregate tonnage of 237,499 tons.

In the ports of the Isle of Man and the channel islands, there entered during the same year: in the former, British vessels 7, aggregate tonnage 992; foreign 31, aggregate tonnage 3,494; in the latter, British vessels 1,072, with an aggregate tonnage of 48,141; foreign vessels 213, with an aggregate tonnage of 14,852.

The total number of steam vessels that entered the ports of the United Kingdom during the year 1853, was: British, 3,968, with an aggregate of 1,171,911 tons; foreign vessels, 521, with an aggregate of 158,812 tons. The number of steam vessels that cleared from all the ports of the United Kingdom in 1853, was: British, 3,594, with an aggregate of 1,067,381 tons; foreign vessels, 507, measuring in all 158,184 tons.

In 1854, the official value of imports into the United Kingdom was £124,338,478 ($621,692,390); and of exports from the United Kingdom £29,821,656 ($149,108,280).

A new system has been introduced in Great Britain, of giving, in the annual returns of trade, the "real" instead of the "official" value of imports and exports. The standard of the latter having obtained, without any change or alteration, for a period of more than two hundred years, could be of but little benefit in computing the value of the foreign trade of Great Britain, and has been adhered to so long solely for the purpose of supplying data for general comparison. The real value of the imports and exports above given is thus stated: imports, £152,591,513 ($762,957,565); exports, £115,833,704 ($579,168,520).

In the preceding pages the laws, regulations, and customs of a permanent character, which constitute the commercial legislation of Great Britain as respects her intercourse with the United States, have been succinctly stated. Various modifications in tariff duties, navigation laws, &c., have necessarily resulted from such changes in commercial legislation as are invariably incident to a state of war. These have, in substance, been noticed elsewhere, (*a*) so far as they have come to the knowledge of the department. They are, however, generally limited in their duration, and are designed either for financial or protective purposes during the continuance of the present difficulties with Russia. It is not deemed necessary, therefore, to lengthen

(*a*) Part II.—Comparative Tariffs.

this digest by any detailed enumeration of such modifications, for the reason that it is to be anticipated (*a*) that all such temporary modifications, demanded by the exigencies of war, will ere long have been superseded by the permanent commercial legislation of the United Kingdom.

The following tables have been compiled from the official reports of the United States Treasury Department, and are submitted for the purpose of illustrating the commerce between the United States and Great Britain, especially with reference to our leading staples, during a period of twenty-six years.

The first table exhibits the quantities and value of cotton exported from the United States to Great Britain during the period indicated. Generally speaking, the imports of cotton into Great Britain are concentrated at the port of Liverpool. This is shown by the annexed table, exhibiting the imports of cotton into Great Britain in 1852:

Into—	Bales.	Tons.
Liverpool	2,205,738	365,000
London	48,700	8,000
Hull and Bristol	27,200	5,000
Scotland	75,700	13,000
Total	2,357,338	391,000

The imports into Liverpool of raw cotton during a period of ten years ending with 1852, were as follows:

Year.	Bales.	Tons.	Year.	Bales.	Tons.
1843	1,557,597	260,000	1848	1,568,000	262,000
1844	1,490,984	248,000	1849	1,732,700	288,000
1845	1,652,731	276,000	1850	1,573,100	263,000
1846	1,134,194	189,000	1851	1,748,946	291,000
1847	1,087,058	182,000	1852	2,205,738	365,000

The countries from which the cotton was imported in 1852 are given in the following table, which will also serve to show the relative importance of Liverpool, as compared with other British ports, as the great emporium of the cotton trade:

Imported from—	BALES OF COTTON.				
	Into Liverpool.	Into London.	Into Hull.	Into Scotland.	Total.
United States	1,715,113	1,800	11,700	60,600	1,789,213
East Indies	149,613	46,200	14,600	11,000	221,413
Mediterranean	186,035	----------	----------	3,900	189,935
Brazil, &c.	144,097	100	----------	----------	144,197
West Indies	10,880	600	900	200	12,580
Total	2,205,738	48,700	27,200	75,700	2,357,338

(*a*) This anticipation has been realized since the above was written.

Before giving the general table of exports of this staple to Great Britain, the following summary, condensed from a treatise on the cotton crop of the United States, &c., recently published, will prove interesting.

Previous to 1791, Great Britain obtained her supplies of cotton from the West Indies, South America, and the countries around the eastern parts of the Mediterranean.

In 1784, there were 71 bags shipped from the United States to Great Britain, and there seized on the ground that America could not produce so much.

Cotton imported into Great Britain.

Years.	From all countries.	From the United States to Great Britain and Europe generally.	Years.	From all countries.	From the United States to Great Britain and Europe generally.
1791	28,706,657 lbs.	189,316 lbs.	1835	326,407,692 lbs.	387,358,992 lbs.
1800	56,010,732 "	17,789,803 "	1840	517,254,400 "	743,941,061 "
1810	132,488,935 "	93,900,000 "	1845	626,496,000 "	872,905,996 "
1815	96,200,000 "	83,000,000 "	1849	624,000,000 "	1,026,602,269 "
1820 (*a*)	120,265,000 "	127,800,000 "	1852	817,998,048 "	1,093,230,639 "
1825	166,831,000 "	176,449,907 "	1853 (*b*)	746,376,848 "	1,111,570,370 "
1830	247,600,000 "	298,450,000 "			

In 1853, Great Britain exported upwards of 147,000,000 pounds; of this, upwards of 82,000,000 were derived from the United States, and over 59,000,000 from India.

The returns of trade for 1855 show that, notwithstanding the war, the consumption of cotton in Great Britain from 1st January to 31st August was 1,449,980 bales, against 1,289,200 for the same period in 1854, giving the large increase of 160,780 bales. The stock in Liverpool on 31st August, 1855, was 269,320 bales less than on the 31st August, 1854.

From the East Indies, Great Britain imported—

In 1850	123,200,000 pounds.
In 1852	84,022,432 "
In 1853	180,431,496 "

General summary of the total import, export, and stock of cotton in the United Kingdom, December 31, 1853, 1852, and 1851.

	GREAT BRITAIN.				LIVERPOOL.		
	Total.	American.	Surat.		Total.	American.	Surat.
Stock Dec. 31, 1852	657,520	360,770	133,210		577,810	338,820	79,570
Import in 1853	2,264,711	1,533,542	485,527		2,028,824	1,461,136	324,777
	2,922,231	1,894,312	618,737		2,606,634	1,799,956	404,347
Export in 1853	349,600	176,000	151,500		259,600	172,100	65,500
	2,572,631	1,718,312	467,237		2,347,034	1,627,856	338,847
Stock Dec. 31, 1853	717,580	308,870	270,650		597,500	286,170	176,370
Showing the deliveries for home consumption from the ports of Great Britain to have been in 1853	1,855,051 Bales.	1,409,442 Bales.	196,587 Bales.	And from Liverpool	1,749,534 Bales.	1,341,686 Bales.	162,477 Bales.
Or per week in 1853	35,670	27,110	3,780	Or per week in 1853	33,640	25,800	3,120
" " in 1852	36,770	29,030	3,090	" " in 1852	35,100	27,930	2,620
" " in 1851	31,970	24,460	3,740	" " in 1851	30,140	23,330	3,080
" " in 1850	29,140	20,710	3,410	" " in 1850	26,670	19,180	2,490
" " in 1849	30,520	24,610	2,420	" " in 1849	28,340	22,980	1,940

(*a*) Cotton crop of the United States this year 325,000,000 lbs. (*b*) Cotton crop of the United States was 1,600,000,000 lbs.

Table exhibiting the quantities and value of raw cotton exported from the United States to Great Britain and Ireland, from 1830 *to* 1855, *both years inclusive.*

Years.	Quantity.	Value.	Years.	Quantity.	Value.
	Pounds.	*Dollars.*		*Pounds.*	*Dollars.*
1830	209,830,421	20,678,633	1843	584,845,504	35,781,117
1831	220,816,846	20,117,355	1844	486,729,222	39,591,351
1832	229,007,272	22,429,050	1845	605,144.786	35,675,859
1833	238,241,746	26,254,970	1846	346,158,667	27,707,717
1834	284,723,803	36.007,564	1847	351,268,799	35,841,265
1835	270,084,400	45,701,411	1848	572,003,127	41,295,258
1836	292.518,707	48,910,846	1849	739,344,905	47,444,899
1837	321,579,368	44,857.118	1850	431,531,091	48,884,453
1838	441,857,943	45,787,687	1851	670,645,120	49,720,854
1839	310,753,950	46,074,579	1852	752,573,780	59,666,209
1840	494,915,090	41,945,354	1853	768,596,498	74,523,210
1841	348,306,248	35,634,005	1854	696,247,047	64,736,401
1842	378,647,649	30,102,417	1855	673,498,259	57,616,749

TOBACCO TRADE BETWEEN THE UNITED STATES AND GREAT BRITAIN.

It is assumed, by British statisticians, that the yearly consumption of tobacco in Great Britain and Ireland amounts to 26,000 tons; abont one-half of which it is supposed is smuggled, owing to the excessive duties (upwards of 1,000 per cent.) levied on the article under the tariff system of that kingdom.

The quantity of cigars and snuff imported does not exceed two or three hunderweight per annum. The following table, compiled from parlimentary returns, shows the imports of tobacco into the United Kingdom, and the quantities entered at each port, during the year 1850:

Ports.	Leaf.	Manufactured and cigars.	Total.
	Tons.	*Tons.*	*Tons.*
London	7,638	482	8,120
Liverpool	6,870	146	7,016
Bristol	435	----------	435
Glasgow	414	7	421
Leith	200	----------	200
Southampton	140	55	195
Other places	3	4	7
Total	15,700	694	16,394

The following return, transmitted to the House of Commons, for the year ending January 5, 1853, shows the annual consumption of tobacco in the United Kingdom, and duty levied on the same:

Ports.	Leaf.	Manufactured and cigars.	Total.	Duty.	
	Tons.	*Tons.*	*Tons.*	*Pounds.*	*Dollars.*
London	4,762	69	4,831	1,752,988	8,764,940
Liverpool	2,755	8	2,763	980,632	4,903,160
Bristol	780	----------	780	275,485	1,377,425
Glasgow	631	1	632	223,761	1,118,805
Dublin	604	3	607	215,567	1,077,835
Belfast	377	----------	377	133,111	665,555
Newcastle	341	----------	341	120,444	602,220
Cork	270	----------	270	95,362	476,810
Limerick	258	----------	258	91,004	455,020
Leith	238	1	239	84,514	422,570
Preston	179	----------	179	63,312	316,560
Chester	158	----------	158	55,908	279,540
Shields	147	----------	147	52,025	260,125
Waterford	132	----------	132	46,670	233,350
Londenderry	116	----------	116	40,992	204,960
Southampton	8	5	13	8,195	40,975
Other places, less than 100 tons each	904	3	907	320,771	1,603,855
Total	12,660	90	12,750	4,560,741	22,803,705

The following table, exhibiting the exports of tobacco from Great Britain for 1852, will show the quantities and destination of that article supplied by England to foreign countries, relatively to the quantities imported.

Total quantity imported 15,700 tons, or 35,168,000 lbs.

Total quantity exported.

Places.	Hogsheads.	Places.	Hogsheads.
West coast of Africa	1,725	Christiana	20
Holland	227	Drontheim	17
Malta	134	Senegal	15
San Sebastian	110	Guernsey	14
Alexandria	53	Liberia	10
Bahia	51	Isle of Man	54
Antwerp	44	Sundry places	22
Rio de Janeiro	39		
Gibraltar	36	Total	2,602
Draaman	31		

The foregoing table shows that in 1852 there were exported from Great Britain about 2,602,000 lbs. (allowing 1,000 lbs. to the hhd.) out of the 35,168,000 lbs. imported, showing the amount retained for consumption to be 32,566,000 lbs.

Table exhibiting the quantities and value of tobacco (raw) exported from the United States to Great Britain and Ireland, from 1830 *to* 1855, *both years inclusive.*

Years.	Quantity.	Value.	Years.	Quantity.	Value.
	Hogsheads.	*Dollars.*		*Hogsheads.*	*Dollars.*
1830	20,291	1,583,971	1843	21,050	1,262,616
1831	26,785	1,882,336	1344	39,132	2,900,126
1832	36,393	2,345,450	1845	26,169	1,985,037
1833	23,884	2,259,197	1846	27,943	2,423,223
1834	30,658	2,937,020	1847	29,745	2,583,775
1835	27,583	3,400,639	1848	23,801	2,260,937
1836	38,855	4,593,442	1849	21,857	1,771,123
1837	21,733	1,879,868	1850	30,926	3,025,585
1838	25,732	2,857,203	1851	23,698	3,458,885
1839	30,330	5,404,967	1852	17,696	2,512,225
1340	27,136	3,227,880	1853	32,236	3,438,423
1841	43,131	5,114,836	1854	17,664	2,146,942
1842	36,999	3,212,207	1855	(a) 24,203	3,507,760

Table exhibiting the quantities and value of Indian corn exported from the United States to Great Britain, from 1830 *to* 1855, *both years inclusive.*

Years.	Quantity.	Value.	Years.	Quantity.	Value.
	Bushels.	*Dollars.*		*Bushels.*	*Dollars.*
1830	51,416	29,425	1843	----------	----------
1831	190,838	133,447	1844	89,073	43,893
1832	322	180	1845	135,688	67,882
1833	3,240	2,174	1846	1,192,680	797,176
1834	----------	----------	1847	15,526,525	13,760,310
1835	353	230	1848	5,062,220	3,367,418
1836	----------	----------	1849	12,396,242	7,496,676
1837	12	15	1850	5,947,206	3,504,806
1838	135	110	1851	2,760,329	1,354,879
1839	519	467	1852	1,894,700	1,110,622
1840	104,841	61,569	1853	1,653,840	983,690
1841	12,548	7,136	1854	5,965,850	4,879,187
1842	123,665	75,901	1855	5,935,284	5,492,420

(a) There were also exported cases and bales, included in the column of value.

Table exhibiting the quantities and value of pork, bacon, and lard (a) exported from the United States to Great Britain, from 1830 *to* 1855, *both years inclusive.*

Years.	Pork.	Hams and bacon.	Lard.	Value.
	Barrels.	*Pounds.*	*Pounds.*	*Dollars.*
1830	2,200	1,646	----------	20,832
1831	130	2,865	----------	1,833
1832	2,705	602	----------	29,378
1833	921	7,430	600	10,997
1834	----------	4,994	----------	498
1835	12	1,815	----------	345
1836	----------	11,461	----------	1,293
1837	----------	400	----------	40
1838	----------	667	----------	88
1839	10	150	----------	241
1840	----------	1,061	----------	115
1841	4,769	26,394	444,305	80,379
1842	6,900	160,274	3,430,732	237,028
1843	3,230	656,328	4,569,484	305,293
1844	10,280	350,189	8,976,805	643,705
1845	14,140	96,907	5,687,675	497,066
1846	13,001	530,026	8,211,389	768,226
1847	73,940	14,367,105	17,798,770	3,471,597
1848	87,760	29,218,462	27,783,841	5,283,259
1849	111,385	53,150,465	21,388,265	6,482,194
1850	44,631	37,377,769	31,692,591	4,381,939
1851	9,258	14,729,169	6,623,783	1,587,351
1852	1,632	3,207,993	8,976,124	1,075,299
1853	17,156	13,297,379	9,725,186	2,239,094
1854	43,664	38,890,737	26,715,141	6,193,894
1855	(b) 54,663	30,240,161	15,349,922	5,915,120

Table exhibiting the quantities and value of flour exported from the United States to Great Britain, from 1830 *to* 1855, *both years inclusive.*

Years.	Quantity.	Value.	Years.	Quantity.	Value.
	Barrels.	*Dollars.*		*Barrels.*	*Dollars.*
1830	326,182	1,544,194	1843	19,426	84,815
1831	879,430	4,931,951	1844	167,296	745,436
1832	95,958	479,321	1845	35,355	152,382
1833	22,207	121,169	1846	1,015,244	5,186,677
1834	19,687	96,834	1847	2,457,076	15,104,574
1835	5,376	25,341	1848	958,744	6,119,876
1836	161	1,134	1849	953,815	5,077,220
1837	----------	----------	1850	369,777	1,779,352
1838	8,295	62,510	1851	1,004,783	4,573,009
1839	167,585	1,326,627	1852	1,531,994	6,308,378
1840	620,919	1,387,343	1853	1,378,065	6,795,313
1841	208,984	1,003,465	1854	2,026,121	13,715,111
1842	208,024	1,242,787	1855	189,712	1,583,039

(a) This trade is confined almost exclusively to the United States and Ireland. (b) 5,679 tierces were also exported in 1855.

Table exhibiting the quantities and value of beef, tallow, and hides exported from the United States to Great Britain, from 1830 *to* 1855, *both years inclusive.*

Years.	Beef.	Tallow.	Hides.	Value.
	Barrels.	*Pounds.*	*Number.*	*Dollars.*
1830	200	6,737	28,627	140,408
1831	26	364	233,153	40,766
1832	117	----------	13,420	65,030
1833	603	----------	33,000	151,433
1834	----------	36,153	32,064	132,036
1835	24	----------	12,721	56,856
1836	----------	----------	17,975	90,555
1837	----------	----------	59,743	139,642
1838	----------	----------	25,059	73,444
1839	----------	----------	5,616	18,696
1840	----------	29,580	3,817	17,924
1841	8,610	25,222	4,238	83,507
1842	2,001	1,716,320	6,731	168,597
1843	6,886	3,653,614	8,882	381,769
1844	43,717	4,657,200	33,107	777,906
1845	41,188	5,239,440	41,179	854,254
1846	80,820	6,125,462	67,058	1,354,341
1847	66,473	5,924,156	24,481	1,269,975
1848	47,061	3,399,469	7,008	806,204
1849	72,850	5,598,227	1,032	1,330,687
1850	60,520	2,254,613	351	828,780
1851	54,750	4,195,866	----------	895,783
1852	81,828	2,421,436	----------	764,843
1853	80,570	1,481,876	----------	1,348,565
1854	73,537	5,390,288	888	1,644,425
1855	(*a*) 3,787	7,612,622	19,307	2,900,907

Table exhibiting the quantities and value of naval stores exported from the United States to Great Britain, from 1830 *to* 1855, *both years inclusive.*

Years.	Tar, pitch, rosin, and turpentine.	Value.	Years.	Tar, pitch, rosin, and turpentine.	Value.
	Barrels.	*Dollars.*		*Barrels.*	*Dollars.*
1830	128,125	251,726	1843	145,006	371,526
1831	159,190	315,964	1844	270,317	648,124
1832	172,062	400,054	1845	280,263	689,364
1833	171,388	403,250	1846	305,254	958,275
1834	181,921	454,659	1847	245,779	632,810
1835	151,407	439,311	1848	232,026	586,739
1836	197,824	781,288	1849	317,417	724,630
1837	218,180	733,881	1850	366,980	911,281
1838	219,794	579,076	1851	285,735	761,408
1839	176,721	506,215	1852	345,417	945,224
1840	191,448	470,450	1853	341,518	1,099,532
1841	201,789	482,370	1854	461,528	1,565,633
1842	218,553	575,574	1855	421,118	1,183,866

(*a*) Also in 1855, 67,149 tierces.

Table exhibiting the amount of gold and silver coin and bullion exported from the United States to Great Britain, from 1830 *to* 1855, *both years inclusive.*

Years.	Value.	Years.	Value.	Years.	Value.
1830	$20,154	1839	$846,790	1848	$1,085,047
1831	625,718	1840	1,905,957	1849	225,565
1832	876,481	1841	1,226,719	1850	368,657
1833		1842	599,491	1851	11,572,608
1834		1843		1852	32,127,379
1835	1,000	1844		1853	18,006,581
1836	10,000	1845	98,112	1854	26,365,399
1837	629,180	1846	2,312	1855	46,300,738
1838		1847			

Table exhibiting the imports into, and exports from, the United Kingdom of Great Britain and Ireland, from 1801 *to* 1853, *inclusive, designed to show the general foreign trade of that kingdom during the period designated.*

Years.	Value of imports into the United Kingdom.(a)	Total exports.	Years.	Value of imports into the United Kingdom.	Total exports.
1801	$158,931,300	$176,223,250	1828	$225,837,215	$333,673,175
1802	149,131,050	191,549,900	1829	219,976,430	334,190,635
1803	133,113,480	142,500,850	1830	231,502,365	348,503,740
1804	139,097,760	158,130,250	1831	248,639,140	357,162,450
1805	142,806,350	155,100,305	1832	223,052,730	380,350,740
1806	134,498,290	167,897,170	1833	229,722,130	399,105,550
1807	133,672,125	155,077,630	1834	246,823,665	426,991,340
1808	133,977,700	151,939,950	1835	245,146,670	455,788,915
1809	158,752,785	231,313,160	1836	286,480,225	488,059,280
1810	195,508,060	217,096,680	1837	273,811,425	428,897,890
1811	132,550,930	133,995,600	1838	306,490,065	525,827,395
1812	130,817,155	195,207,815	1839	310,240,605	510,953,280
1813 (b)			1840	337,463,550	582,405,075
1814	168,776,320	267,865,855	1841	322,221,340	584,514,435
1815	164,936,980	293,122,750	1842	326,266,430	569,209,010
1816	137,158,020	245,989,250	1843	351,074,560	659,164,735
1817	154,171,495	251,520,555	1844	377,246,870	729,783,270
1818	184,425,910	267,801,690	1845	426,487,540	754,389,510
1819	153,884,050	217,394,900	1846	379,670,110	723,045,280
1820	162,193,250	244,757,685	1847	454,609,330	730,860,040
1821	153,963,800	257,307,165	1848	467,735,670	754,980,200
1822	152,655,705	267,350,495	1849	529,373,035	950,506,970
1823	178,992,165	262,152,560	1850	502,302,165	985,548,380
1824	177,341,395	294,676,260	1851	553,395,625	1,071,924,565
1825	221,044,015	281,600,910	1852	546,727,045	1,097,728,495
1826	189,069,450	255,210,115	1853	615,496,565	1,110,361,120
1827	224,540,865	130,263,775			

(a) Calculated at official rates of valuation.

(b) Records destroyed by fire.

A view of the trade between Great Britain and that portion of her North American colonies now included in the United States, from 1697 *to* 1774*; and between Great Britain and the United States, from* 1775 *to* 1820*—compiled from British authorities.*

[W. signifies *war*; P. *peace*.]

Years.	Imports from the United States.	Exports to the United States.	Years.	Imports from the United States.	Exports to the United States.
W. 1697	$1,403,720	$707,755	W. 1739	$3,757,890	$3,479,345
P. 1698	1,130,275	2,290,485	W. 1740	3,592,080	4,066,910
P. 1699	1,276,985	2,019,595	W. 1741	4,561,015	4,427,460
P. 1700	1,975,105	1,721,705	W. 1742	3,296,140	4,000,265
P. 1701	1,545,675	1,719,135	W. 1743	3,404,035	4,146,025
W. 1702	1,678,940	934,050	W. 1744	3,337,625	3,204,410
W. 1703	1,021,480	1,481,050	W. 1745	2,772,155	2,676,265
W. 1704	1,609,870	880,445	W. 1746	2,797,505	3,774,835
W. 1705	754,820	1,458,615	W. 1747	2,803,570	3,633,360
W. 1706	935,375	808,455	W. 1748	3,583,130	4,150,370
W. 1707	1,423,995	2,066,235	P. 1749	3,317,620	6,152,930
W. 1708	1,432,175	1,200,925	P. 1750	4,073,845	6,565,420
W. 1709	1,622,680	1,347,985	P. 1751	4,178,260	6,165,840
W. 1710	1,249,080	1,468,300	P. 1752	5,020,915	5,740,345
W. 1711	1,623,490	1,488,135	P. 1753	4,863,700	7,264,730
W. 1712	1,829,865	1,548,455	P. 1754	5,038,810	5,881,400
P. 1713	1,516,110	1,422,785	P. 1755	4,697,770	5,564,990
P. 1714	1,978,875	1,667,220	W. 1756	3,296,785	6,760,890
P. 1715	1,486,235	2,256,840	W. 1757	3,053,420	8,141,750
P. 1716	2,121,945	2,010,225	W. 1758	3,353,600	8,563,445
P. 1717	2,130,450	2,698,335	W. 1759	3,199,545	11,727,270
W. 1718	2,287,355	2,126,675	W. 1760	4,159,725	13,564,785
W. 1719	2,315,275	1,965,010	W. 1761	4,475,155	8,609,485
W. 1720	2,340,940	1,598,525	W. 1762	4,588,070	6,935,080
W. 1721	2,469,355	1,659,525	P. 1763	5,785,645	8,298,740
P. 1722	2,188,480	2,123,625	P. 1764	5,632,255	11,365,625
P. 1723	2,308,810	2,057,965	P. 1765	5,801,495	9,862,565
P. 1724	2,313,405	2,307,930	P. 1766	5,238,045	9,218,915
P. 1725	2,078,250	2,748,465	P. 1767	5,670,390	9,728,990
P. 1726	2,631,525	2,766,500	P. 1768	6,364,205	10,990,090
P. 1727	3,186,025	2,514,635	P. 1769	5,362,820	6,864,985
P. 1728	3,026,625	2,589,315	P. 1770	5,477,425	9,774,375
P. 1729	2,626,420	2,144,795	P. 1771	6,742,100	21,007,375
P. 1730	2,862,930	2,687,305	P. 1772	6,326,585	15,456,900
P. 1731	3,254,315	2,684,345	P. 1773	6,871,605	9,937,295
P. 1732	2,595,180	2,656,270	P. 1774	6,902,125	12,995,380
P. 1733	3,348,175	2,744,450	W. 1775	9,767,005	985,500
P. 1734	3,056,750	2,781,375	W. 1776	528,215	282,150
P. 1735	3,261,635	3,343,320	W. 1777	68,050	293,965
P. 1736	3,499,330	2,794,210	W. 1778	89,970	187,820
P. 1737	3,876,915	3,412,180	W. 1779	117,985	1,753,500
P. 1738	3,101,200	3,756,350	W. 1780	98,815	4,145,350

TABLE—Continued.

Years.	Imports from the United States.	Exports to the United States.	Years.	Imports from the United States.	Exports to the United States.
W. 1781	$499,395	$4,273,505	W. 1801	$13,532,590	$37,587,650
W. 1782	188,200	1,333,650	P. 1802	9,617,520	26,647,450
W. 1783	851,205	5,015,600	W. 1803	9,570,490	26,364,055
P. 1784	3,746,645	18,397,360	W. 1804	8,257,335	31,992,130
P. 1785	4,467,980	11,541,115	W. 1805	8,882,780	35,733,825
P. 1786	4,215,595	8,017,330	W. 1806	9,999,420	43,065,610
P. 1787	4,468,190	10,070,560	W. 1807	14,237,610	39,605,600
P. 1788	5,118,945	9,430,710	W. 1808	4,181,710	19,960,295
P. 1789	5,250,995	12,626,500	W. 1809	11,026,655	25,938,065
P. 1790	5,955,360	17,158,890	W. 1810	13,072,025	39,066,585
P. 1791	5,971,160	21,127,235	W. 1811	11,547,075	7,159,145
P. 1792	5,193,535	21,357,090	W. 1812	6,470,760	20,677,960
W. 1793	4,970,200	17,573,405	W. 1813(a)		
W. 1794	3,128,665	19,299,355	W. 1814	113,105	36,515
W. 1795	6,760,680	26,270,590	W. 1815	11,851,440	59,682,505
W. 1796	10,404,850	30,270,160	P. 1816	11,931,120	38,999,535
W. 1797	5,877,560	25,283,995	P. 1817	15,285,000	31,885,140
W. 1798	8,913,600	27,901,845	P. 1818	17,134,160	41,917,180
W. 1799	9,094,705	35,282,790	P. 1819	13,440,380	21,508,475
W. 1800	11,789,615	39,427,970	P. 1820	18,256,710	19,601,310

(a) The custom-house records of this year were destroyed by fire.

Comparative statement of the commerce of the United States with Great Britain, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN VESSELS.		FOREIGN VESSELS.	
	Domestic produce.	Foreign produce.	Total.		Tonnage entered the United States.	Tonnage cleared from United States.	Tonnage entered the United States.	Tonnage cleared from United States.
1845	$44,234,279	$4,822,180	$49,056,459	$45,500,903	390,060	390,990	242,761	220,718
1846	44,321,868	1,893,603	46,215,471	43,957,740	383,827	391,120	226,652	191,261
1847	86,266,935	1,028,422	87,295,357	67,597,628	487,278	607,513	444,890	417,251
1848	67,762,741	8,964,012	76,726,753	61,845,119	460,308	508,153	375,285	310,085
1849	76,648,294	1,961,876	78,590,170	61,154,538	600,769	650,951	555,639	421,005
1850	68,733,730	4,436,643	73,170,373	75,159,424	518,766	465,355	554,063	309,326
1851	109,531,612	8,414,403	117,946,015	93,847,886	643,299	642,216	531,847	308,888
1852	110,803,055	4,766,920	115,569,975	90,628,339	776,971	651,460	554,164	427,765
1853	117,878,996	3,423,275	121,302,271	130,267,340	855,081	695,108	553,967	476,743
1854	139,215,387	5,840,452	145,055,839	146,438,537	860,996	890,108	595,054	475,681
1855	132,992,351	6,600,518	139,592,869	106,543,180	905,708	863,065	376,005	292,610

LAWS AND REGULATIONS RELATIVE TO PASSENGERS' BAGGAGE IN ENGLAND AND THE UNITED STATES, EXPLAINED AND COMPARED.

The laws and Treasury orders regulating the admission of baggage, personal effects, &c., &c., into the ports of Great Britain and of the United States, respectively, are based upon principles so totally dissimilar, that a comparative view of both can only be presented by exhibiting a synopsis of each.

The policy of GREAT BRITAIN would seem to be to restrict the privilege of *free entry* to such articles of *wearing apparel* as *have been worn*, and not made up for the purpose of being introduced into the country, free of duty; while the regulations in force at the different ports of the United States exhibit a spirit of the utmost liberality in that regard, enabling passengers, whose "baggage and personal effects" have been honestly made up, and faithfully manifested, to proceed to their destination, without delay or cost, or being subjected to the many thousand vexatious annoyances which a less liberal policy, in regard to "passengers' baggage, personal effects," &c., must inevitably produce. The American policy on this subject is, besides, highly beneficent to the large classes of emigrants who seek an asylum on our shores, literally carrying with them their "bed and baggage," their weaving-looms, spinning-wheels, and other articles and implements of handicraft, all of which are admitted, under the tariff act of 1846, free of duty.

In the UNITED STATES, the admission of personal baggage, &c., is regulated by schedule 1, Tariff act of 1846, and by various decisions of the Treasury Department subsequently issued. The several provisions of the above-named schedule, and of the Treasury decisions, may be classified as follows: 1. Household effects, old and in use, of persons or families arriving from foreign countries, if used abroad by them, and not intended for any other person or persons, or for sale, free. 2. Wearing apparel, in actual use, and other personal effects, not merchandise; professional books, implements, instruments, and tools of trade, occupation, or employment of persons arriving in the United States, (provided that this exemption shall not extend to, or include, machinery or other articles imported for use in any manufacturing establishment, or for sale,) free. 3. Personal and household effects (not merchandise) of citizens of the United States dying abroad, free.

The exemption from duty contemplated by law in the first clause, above cited, must be confined to such articles as are generally used in housekeeping, and which had actually been in use by the individual or family while living abroad, and not imported for sale, barter, or traffic.

The exemption from duty of wearing apparel, and other personal effects, provided for in the second clause quoted, must be confined to such articles as are generally used on or about the person, and not considered as merchandise; the articles admitted under this clause to be limited to an extent not exceeding in number, quantity, or value what is usual for a traveller, or other person, to wear, keep, or carry with him for his own use. The professional books, implements, instruments, and tools of trade, occupation, or employment, enumerated in the same clause, are limited, in number, quantity, and value, to what the collector may consider reasonable and proper for the person to whom they belong, in his profession, occupation, trade, or employment; but the terms "implements and tools of trade," under no circumstances, to be considered as comprehending any machine or article to be worked by other than manual power.

REGULATIONS AS TO PASSENGERS' BAGGAGE, PERSONAL EFFECTS, ETC., IN GREAT BRITAIN.

(See Beedell's British Tariff, 1854–5, and 15 and 17 Victoria, chapter 107.)

Hours of attendance at the different baggage warehouses as follows: From 1st March to 31st October, from 8 o'clock a. m., until 7 o'clock, p. m.; and from 1st November to 28th February, from 9 a. m. until 5 p. m.

After all baggage shall have been landed, those passengers having only *single packages* will

be entitled to have them first examined ; the remaining passengers will then be called into the examination-room in rotation, according to the list furnished by the captain ; [passengers themselves must see that their names are properly inserted in the captain's list.] All wearing apparel, after examination, will be immediately delivered, provided it appears that the apparel *has been worn*, and not made up for the purpose of being introduced into the United Kingdom without payment of duty. All dutiable articles forming a part of passengers' baggage will be delivered immediately after examination, on the amount of duties due thereon being deposited with such accredited person as may be authorized to receive the same, and also a small sum for passing the entry. All merchandise brought with baggage is liable to seizure. Such goods must be regularly reported and entered, and the regulations of the law strictly complied with. If any passenger shall, upon being questioned by the proper officer of customs, deny that he or she has any goods liable to duty in his or her possession, and such goods be subsequently discovered, they will be liable to seizure, and the passenger to a penalty of treble the value thereof.

Foreign newspapers found in the baggage of passengers, if bound, are to be charged with duty as "goods manufactured," ten per cent. *ad valorem ;* if unbound, they are duty free.

Fowling-pieces, the property of parties returning to England, may be delivered free, upon declaration that they are of British manufacture.

A pair of pistols, a single rifle, or a single fowling-piece, brought by a passenger with his baggage, may be delivered duty free, upon a declaration that the same is for private use only.

Duty is not to be charged on any quantity less than a pint of ordinary drinkable spirits, of whatever strength ; or half a pint of eau de Cologne, or other cordial water, or any medicated or perfumed spirits or liqueurs, imported for private use. Passengers who are not *frequent visitors* may include with their baggage entitled to free entry an amount of cigars or manufactured tobacco under the weight of half a pound. On half a pound and upwards the duty on the whole weight is to be charged. Passengers, however, from the West Indies or other long voyages may enter any quantity of cigars or manufactured tobacco not exceeding seven pounds weight. Books and musical instruments, though for private use, are dutiable.

All packages of baggage landed by "sufferance," when not cleared from the examining floor of the station, at which they may have been landed, within six working days, are to be forwarded to the Queen's warehouse for security of duties. Passengers who may be unwilling or unable to clear such articles of baggage as may be liable to duty, can either abandon the same, or they may be left in the Queen's warehouse for six months, in order to give their proprietors an opportunity of taking them back without payment of duty. (Beedell's British Tariff 1854–'55, pp. 82 to 87.)

REGULATIONS RELATIVE TO THE ENTRY OF VESSELS INTO THE PORTS OF GREAT BRITAIN AND OF THE UNITED STATES COMPARED.

Vessels entering any ports in Great Britain are subject to the following regulations, viz : So soon as a vessel has reported, the importers, agents, or consignees of the cargo, having been advised by receipt of bills of lading, or other intimation, may each enter their several goods. A latitude of fourteen days is allowed by law for this purpose ; but, in order to clear vessels more speedily, *sight entries* are permitted to the master or owner of any ship lying alongside the legal quays, or sufferance wharves, south of the Thames from London bridge eastward to Dockhead, under such general description as is contained in the report, for any goods that shall not have been entered by the owners thereof within forty-eight hours from the day of report, upon condition that perfect entry be made by the proprietor within one month from the date of landing. Goods so circumstanced are only liable to seizure for inaccuracy of entry after the lapse of a month, or after the proprietor's perfect entry has been passed. If perfect entry be not made at the end of a month, or a delivery order obtained, the goods may then be sent to the Queen's warehouse, and dealt with as if landed by "bill of sight." (B. M. 1st June, 1850.)

The master of every merchant-vessel, within twenty-four hours of entering the port of arrival, is bound, under a penalty of $500, to report his cargo to the chief officer of customs. Before, however, the master is allowed to report, he must declare, before some person duly authorized by the postmaster-general, that he has delivered at the post-office all letters that were on board his ship. And likewise, he must, under a penalty of $100, and the further sum of $50 for each alien not included in the declaration, truly declare to the number of aliens on board or landed from his ship.

Goods generally are liable to seizure for being landed without entry; and packages uncleared from the Queen's warehouse are sold after the expiration of the following periods, viz: Merchandise, 3 months; passengers' baggage, 6 months; and ships' surplus stores, 12 months.

If, after the arrival of any ship within four leagues of the coast of the United Kingdom, bulk shall be broken, or any alteration made in the stowage of the cargo of such ship so as to facilitate the unlading of any part of such cargo; or if any part be staved, destroyed, or thrown overboard, or any package be opened, unless accounted for to the satisfaction of the commissioners of customs, in every such case such master shall forfeit the sum of $500.

For wilfully making a false report, or if the particulars, or any of them, of such report be false, the master shall forfeit the sum of $500. (16 and 17 Victoria, chap. 107.)

By the act of Congress of March 2, 1799, masters of vessels are required to produce a manifest of cargo on board, on the arrival within four leagues of the coast of the United States, to such officer of a revenue-cutter, or other officer of the customs, as shall first come on board such vessel, for his inspection.

The law requires that the manifest shall be in writing, signed by the master of such vessel, and shall contain the name, description, build, and true tonnage of such vessel, the place to which she belongs, with the names of the owner or owners, the name of the master, the names of the places where the goods shall have been taken on board, and the places within the United States for which they are respectively consigned, particularly noting the goods destined for each place respectively, and a just and particular account of all the goods so laden on board, whether in packages or stowed *loose*, of any kind whatever. The names of the passengers on board, specifying the number and description of packages belonging to each, together with the remaining sea-stores, if any, are to be truly stated.

If any goods be imported in any such vessel without having a manifest on board, agreeably to the foregoing directions, or which shall not be included therein, or shall not agree therewith, the master of such vessel shall forfeit and pay a sum of money equal to the value of the goods not included therein; and all such merchandise not included in the manifest, belonging or consigned to the master, mate, officers, or crew of such vessel, shall be forfeited.

No addition, erasure, substitution, or alteration whatsoever, can be made in the manifest of the cargo of any such vessel after her arrival within four leagues of the coast of the United States, without subjecting the master of such vessel to the penalty of the law.

On any vessel arriving from a foreign port, the master is to report to the collector within twenty-four hours after his arrival; and within twenty-four hours thereafter further to report, in form, all the particulars required to be inserted in his manifest, and shall declare to the truth of such manifest.

No vessels permitted to entry until the master shall have delivered all letters directed to persons within the United States.

Merchandise unladen without permit from the proper officers of the customs to be forfeited; and the master and mate, each, forfeit $1,000.

Before departure for a foreign port, the master of every vessel must deliver to the collector a manifest of the whole cargo and the value thereof, and obtain a clearance, under the penalty of $500.

BRITISH COLONIAL POSSESSIONS.

BRITISH COLONIAL POSSESSIONS.

As a necessary preliminary to a clear exposition of the laws and regulations which govern the existing commercial relations between the United States and the colonial possessions of Great Britain, it will be necessary to take a brief retrospective glance at the rise and progress of American commerce, from the earliest settlement of the colonies down to the present period. Although these preliminary remarks will be more especially addressed to the commercial intercourse between the United States and the colonial possessions of Great Britain in North America, they will equally apply to all the other possessions of that power throughout the world, by reason of the general application of that liberal and enlightened system of commercial policy adopted by the British Parliament in 1849, and inaugurated as the future commercial law of that kingdom on the 1st day of January, 1850.

From the earliest settlement of the different colonies on the North American continent by the governments of the Old World, a system of colonial legislation, similar in effect, and oppressive in operation, was commenced by each, respectively, prohibiting all commercial intercourse with any other than the mother country, and rendering the infant colonies dependent on her alone for the supplies necessary for their subsistence and comfort. The effects of such a policy were soon exhibited in the anomalous and destitute condition to which the earlier colonists were reduced. Carrying with them, as they did, into the newly discovered wilderness of the Western Continent, that adventurous and enterprising spirit which had led them to forsake the homes of their childhood, and to brave the perils of a voyage across the Atlantic, it may easily be imagined, that they did not quietly submit to an illiberal and short-sighted policy, which reduced them to a condition of industrial and commercial vassalage, that had well nigh crushed every effort to develop the abundant treasures which nature had so lavishly spread before them, and which, under a different system, would soon have brought within their reach the rich exchanges of an extensive commerce. They were, in the language of one well acquainted with our earlier colonial history, "prevented from manufacturing for themselves, or from engaging largely in ship-building or commerce; isolating them from the rest of the world, leaving them no trade except to the mother country."

The selfish and monopolizing spirit which governed the British legislature in the enactment, as well as in the rigorous enforcement, of these restrictions in the colonies which she had planted in North America, may be understood from a remark elicited from Lord Chatham by a remonstrance against this oppressive policy, to wit: that "the British American colonies had no right to make even a nail for a horse-shoe." "In and out of Parliament," says the Treasury report of 1832, "as a political right and as a national privilege, an absolute monopoly was demanded for supplying the colonies with every article of their consumption, and of transporting the whole of their produce to Europe."

In the charter of Virginia there was an express stipulation empowering the colonists to carry on a direct intercourse with foreign states. This privilege naturally drew their atten-

tion to the cultivation of the soil, and to the production of such articles as would be most likely to find a foreign market, and yield them such returns as were most suitable to their condition and their necessities. Accordingly we find them, at a very early period, successfully engaged in the cultivation of tobacco. This article found a ready demand in the markets of Holland, and warehouses were soon established for its reception at several of the principal ports of that republic. This privilege, however, was not long permitted; the British merchants, stimulated by an unworthy spirit of cupidity, soon perceived the advantages which this direct trade between the colonies and Holland conferred upon their commercial rival, and at once adopted active measures to suppress it.

The interests and power of the British government were appealed to, until, with a total disregard to the necessities and claims of the colonists, and in palpable violation of the rights and privileges guarantied to them by solemn compact, they were forbidden to carry their produce to Holland or to any other foreign country, and were compelled to ship direct to British ports, and commit their commercial operations exclusively to the management and control of British merchants.

Several acts of Parliament followed, prohibiting all foreign trade with the colonies, and restricting them to a direct intercourse with the mother country. The first act which indicated the future policy of Great Britain towards her colonies, and bore with much severity upon their industry and enterprise, was that of 1650, restricting their trade to British or colonial-built ships. This was the commencement of the system begun by Oliver Cromwell, and continued with unabated rigor down to the period of the Revolution.

The act of 1650 was followed by another passed during the reign of Charles II, (1660,) prohibiting the exportation to any foreign country, of certain enumerated articles, the produce of the colonies, and requiring that vessels laden with such articles should proceed direct from the colonies to a British port. Non-enumerated articles, including fish, salted provisions, grain, flour, &c., could, for a period, be carried direct to any port in the world—a privilege, however, which was subsequently materially abridged; but, lest the dependence of the colonies upon the mother country should be in any degree relaxed, the return cargoes were, with the exception of salt, to be relanded in England for reshipment to the colonies.

The policy which dictated this restrictive measure was rendered still more oppressive by an act passed in 1663, providing that "no commodity of the growth, production, or manufacture of Europe shall be imported into the British plantations, but such as are laden and put on board in England, Wales, or Berwick-upon-Tweed, and in English-built shipping, whereof the master and three-fourths of the crew are English."

Under the baneful influence of this system of unwise, unjust, and oppressive legislation, it may seem almost incredible that the colonies should have been able to maintain any advancement in commerce, population, or wealth; yet, if we follow them in their struggles and privations from the commencement of this illiberal and unjust policy, during the Commonwealth under Cromwell, down to the period of the Revolution, we shall find them steadily, though slowly, increasing in all these elements of a nation's prosperity. This was mainly attributable to the privileges of commercial intercourse between the colonies themselves, continental and insular, which was permitted to them as a part of the British dominions. To this unfettered and profitable trade the American colonies were chiefly indebted for whatever commercial progress they had made prior to the Revolution. The following table exhibits the extent and value of this trade in 1769:

Imports	$13,000,000
Exports	12,000,000
Total	25,000,000

Of this aggregate of trade, that with the West Indies stood thus :

Exports	$3,700,000
Imports	7,950,000
Total	11,650,000

At the commencement of the revolutionary war, the colonies enjoyed the privilege of trading with England, the British West Indies, and that part of Europe south of Cape Finisterre ; and though oppressed by unjust exactions, and burdened with illiberal restrictions, they not only contributed to the wealth and material prosperity of the mother country, but "gave every promise of thriving, and achieving a name of their own." (*a*)

During the revolutionary war, all commercial operations were suspended, and the peace of 1783 found the trade of the new thirteen independent sovereignties in a most feeble and languishing condition. Their independence made them a foreign country to the North American and West India colonies ; and, by a rigorous system of colonial non-intercourse, they were cut off from all trade with those who were their natural commercial neighbors, and, prior to the Revolution, their most profitable customers.

The exhausted condition to which the several States were now reduced rendered the first few years after the close of the war a period of the most intense solicitude. The confederated States were fully sensible of the absolute necessity of opening a foreign trade, and especially of recovering their lost intercourse with the British West Indies ; but every proposition to that end, urged through their accredited ministers, was met by a decided refusal.

As early as 1783, Mr. Pitt, then chancellor of the exchequer, proposed a bill in the British Parliament based upon the liberal principle of "admitting to all the ports of the British dominion American vessels loaded with goods, the growth or produce of these [the United] States, on the same terms as British vessels and goods ;" but the proposition at once startled the fears of the British merchants, who, with the aid of Lord North, Mr. Fox, and Lord Sheffield, succeeded in transferring the whole subject to the discretion of the King and his council. The consequence was, that an order was immediately issued, not only excluding American vessels from all participation in the colonial trade, but prohibiting the exportation from the United States of provisions and fish, even in British bottoms.

Two years after Mr. Pitt's unsuccessful motion for reciprocal trade between the dominions of Great Britain and the United States, John Adams, American minister at the court of St. James, was instructed to renew the proposition ; but it met with no more favorable reception than it did in 1783, Lord Liverpool declaring "that it could not be admitted even as a subject of negotiation."

In 1789, another effort was made by the United States to negotiate with Great Britain a commercial treaty, particularly with reference to the colonial trade, based upon principles of a more liberal reciprocity.

Mr. Morris, then in London, was especially instructed to effect, if possible, a negotiation admitting American productions, in American bottoms, into British North American possessions, and bringing, in return, the productions of those colonies to our own ports and markets. The result of these renewed efforts was communicated to the government of the United States by Mr. Morris in his despatch of September 18, 1790, and was, in effect, that no arrangement by treaty could be made.

From this period down to the year 1822, the ports of the British American colonies were virtually closed against the commerce of the United States, some slight relaxations having been granted, abating, however, to no perceptible extent, the stringency of the measures adopted by the British Parliament, with a view to confine, within the very narrowest limits, the commercial

(*a*) De Bow's Review.

enterprise of a country in which, even at that early period, she descried a future rival for maritime supremacy. These relaxations permitted a direct trade with the British West India islands in certain specified articles, and under certain restrictions, but were not accepted by the United States.

During the period which elapsed between the years 1790 and 1822, several efforts were made to place our trade with the British American colonies upon a basis of equality; these efforts proving fruitless, the United States determined to submit no longer to a policy so detrimental to her commercial prosperity, so obstinately persisted in, and hitherto resisted only by the unavailing force of diplomatic remonstrance.

Before resorting, however, to any extreme measures for the proper vindication of our commercial rights, the government of the United States, still anxious to avert, by means of conciliatory legislation, a total suspension of trade and commerce with Great Britain and her American colonies, announced, by act of March 3, 1815, the principles upon which she was desirous of maintaining commercial relations with all foreign nations.

This act repealed all discriminating duties of impost and tonnage on foreign vessels in regard to all countries which should adopt a similar policy in favor of the United States. This fair and liberal proposition was followed by a convention between Great Britain and the United States, in which the provisions of the act referred to were adopted, so far as they were applicable to the trade between the United States and the dominions of that power in Europe, but refusing to place her colonial trade on the same basis. A more extended notice of the provisions of this convention, more properly came under the preliminary remarks on the commercial relations of the United States with Great Britain. It will suffice to observe, in this place, that the restriction respecting colonial trade was made the subject of a special stipulation, in the following words, viz: "The intercourse between the United States and his Britannic Majesty's possessions in the West Indies, and on the continent of North America, shall not be affected by any of the provisions of this article, [article 2,] but each party shall remain in possession of its rights with respect to that intercourse."

The act of April 18, 1818, was the commencement of the measures of retaliation by which the government of the United States had now determined to force Great Britain into a more just and liberal system of commercial legislation, by excluding from American ports all ships belonging to that nation coming from any colonies to which vessels of the United States were not admitted.

The second section of this act required bonds to be given in the case of all British vessels departing from ports in the United States, conditioned that the cargoes should not be landed in such colonies. This was followed by a similar act, passed in 1820, prohibiting the ports of the United States to British vessels coming, by sea, from any ports or places in all the American possessions of Great Britain; and providing further, that no produce should be brought into the United States from such colonies, unless imported direct from the place of production.

The effect of these several retaliatory enactments upon the commercial interests of Great Britain led some of her most sagacious statesmen to bestow upon the whole subject their serious attention, and repeated efforts were made in the British Parliament to remove the restrictions upon colonial trade, of which the American government so justly complained; and so successful were these efforts, that the United States government was informally advised that the plan proposed by Lord Goderich, for a more liberal colonial policy, would be carried out by the British Parliament. To remove all difficulty on the part of the government of the United States, in giving effect to any plan based upon principles of equality, and, at the same time, to show that the retaliatory measures adopted in 1818 and 1820 were purely defensive, and resorted to only after every means of negotiation had failed, the act of May 2, 1822, was passed, authorizing the President to declare the ports of the United States open to British vessels trading to and from the colonies, "on receiving satisfactory evidence that the ports of the islands or colonies of Great Britain have been opened to the vessels of the United States."

This was followed soon after by an act of Parliament fully meeting the contingency provided for in the act of Congress above referred to; and, in August following, the President's proclamation was issued, declaring, in the language of the act of Congress, "the ports of the United States open to British vessels trading to and from the colonies." This act of Parliament, however, was in a great measure rendered nugatory by the insertion of a clause restricting American vessels to a direct trade with the colonies, and by the terms of the Treasury circular of 24th of September following, subjecting British vessels coming from the colonies to heavy discriminating duties. This course was justified by the government of the United States, on the ground that it became necessary, as a means of countervailing the discriminating duties to which American produce was subjected when imported into the colonies, or from the colonies to Great Britain, in British bottoms. In a subsequent part of these remarks, it will be seen that, in effect, this equality, with some few exceptions, has prevailed since the abolition of imperial duties on colonial importations; but the principle which it involves, that of foreign interference with the colonial tariffs of Great Britain, was never admitted by that government, nor was it ever pressed by the United States. Indeed, the correctness of the views expressed on this subject by the Earl of Aberdeen, in a despatch to Mr. Barbour, six years subsequently to this period, has never been questioned by the government of the United States; and their application has been continued to this day, in the discriminating duties just alluded to as exceptions, without any objection or remonstrance on the part of the American government. As the policy of these countervailing duties involves a fundamental principle of commercial law, the language of the Earl of Aberdeen in reference to it is not deemed inappropriate in this place:

"It never could be intended to agree that, under no circumstances, should the vessels of the one [the mother country] have no advantage over those of the other; and the undersigned is not aware of any instance in which one country has remonstrated with another country, having colonies, upon the terms on which it has regulated its own intercourse with those colonies. * * *

"The intercourse between a country and her colonies is as absolutely out of the scope of stipulation, negotiation, or remonstrance, as is the intercourse between one island or port of the mother country and another."

The object of Great Britain, during this protracted controversy with the government of the United States, for commercial equality in colonial trade, was avowedly to secure to British navigation all the advantages derivable from an exclusive trade with her colonies, even in the productions and manufactures of the United States—an object easily promoted, if not virtually accomplished, by the naturalization of American productions imported into the colonies, and their exportation thence in British vessels, at the low duties assignable to goods, wares, and merchandise, the produce of the colonies.

It was a part of a system chiefly designed to encourage British navigation, and, incidentally, to quote again from the Earl of Aberdeen, "for extending the commercial transactions of British colonists, giving them the advantages of a trade of deposit, and facilities for collecting a revenue."

Notwithstanding these restrictions, equally injurious to the commerce of both countries, the United States still maintained an active and profitable trade in supplying the West India colonies with her staple productions through the neutral and other colonies with which she was permitted to carry on a direct intercourse. The British interdict of 1826 closed the ports of all the British American possessions, with the exception of the northern colonies, including the Bermuda islands, to American vessels; still, the statistical returns of that period exhibit a steady and vigorous indirect trade carried on through the circuitous routes just indicated.

The following tables, compiled from official returns, show the value of our exports and imports to and from the British American colonial possessions, from 1821 to 1830, during which period the restrictive and countervailing measures of both governments were, to some extent, relaxed, and our trade with these possessions was relieved from the onerous imposts of indirect and circuitous channels. During a portion of this period, as will be seen by glancing over the

following tables, and noting the disparity in the amounts during the years designated, American trade was barely able to struggle through the restrictions and burdens which pressed upon it. The remarks already submitted with reference to the legislation of that period, both in Great Britain and the United States, will sufficiently explain these discrepancies.

Statement exhibiting the value of imports and exports to and from the United States and the British American possessions, during the years specified.

YEARS.	BRITISH WEST INDIES.		NORTH AMERICAN POSSESSIONS.	
	Imports.	Exports.	Imports.	Exports.
1821	$927,346	$265,102	$490,704	$2,009,791
1822	355,537	452,141	526,817	1,898,873
1823	1,844,931	1,627,967	463,779	1,827,203
1824	2,758,067	1,771,008	714,144	1,782,969
1825	2,437,122	1,647,046	619,884	2,556,032
1826	2,204,412	2,110,802	653,950	2,588,795
1827	895,207	690,577	445,118	2,830,748

The foregoing tables will exhibit, at a glance, the injurious effects consequent upon the different acts of retaliatory legislation resorted to and enforced by both nations during this prolonged and unyielding contest. Other tables will be introduced in the proper place, showing the value and extent of trade between the United States and the British colonial possessions subsequently to the year 1830, when a policy, based upon the just principles of reciprocal benefit and generous competition, succeeded the illiberal and unwise measures by which the commercial intercourse of both countries had, for nearly half a century, been diverted from its natural channels.

It will be recollected that by the act of Congress of 1823, passed as soon as could be after the Treasury circular of September 14, 1822, already referred to, had been issued, the claim to an equality with Great Britain as to duties on importations into the colonies was reasserted, and the terms of the President's proclamation of August of the same year were affirmed. Great Britain could not, however, be induced to yield this point; her object being to enable her to "protect the staples of her own subjects, by levying discriminating duties on the like productions of foreign countries." Without such imposts, the British government contended "that the productions of her North American colonies would be totally excluded from the markets of the West India islands, as they could not possibly compete with similar productions of the United States."

This determination, and these discriminating duties, led to the refusal by Congress to accept the terms on which the ports of the British colonies were opened to American trade by the act of 1825.

The conditions on which this trade was offered were not deemed admissible, inasmuch as they demanded that the commerce and navigation of Great Britain, and her possessions abroad, with the United States, should be placed on the footing of the most favored nation; while discriminations existed in such colonial possessions, not only unequal as respected Great Britain, but exclusively applicable to the commerce of the United States.

These different acts are recurred to for the purpose of elucidating more clearly the illiberal policy and narrow jealousies which preceded the new era in the commercial policy of both countries, upon which they, at length, entered.

In 1829, Mr. McLane, the American minister at London, in pursuance of instructions to that effect, proposed to the British cabinet "a restoration of the trade between the United

States and Great Britain, with special reference to her American possessions, upon a basis of reciprocal concession, and announced the willingness of his government to accede to the terms prescribed by the act of Parliament of 1825."

In opening this negotiation, Mr. McLane introduced the proposition which he was authorized to submit, by referring to "the misunderstandings and jealousies which had hitherto characterized the commercial relations of both countries," observing, "that it was the interest of both governments to extinguish these causes of mutual bitterness; to correct the errors which may have interrupted the harmony of their past intercourse; to discard from their commercial regulations measures of hostile monopoly; and to adopt, instead, a generous system of frank and amicable competition." Such, in Mr. McLane's judgment, would be the happy result of the proposition he was instructed by his government to submit, namely: "that the government of the United States would now comply with the conditions of the act of Parliament of July 5, 1825, by an express law opening their ports for the admission of British vessels, and by allowing their entry with the same kind of British colonial produce as might be imported in American bottoms, the vessels of both countries paying the same charges; suspending the alien duties on British vessels and cargoes, and abolishing the restrictions defined in the act of Congress of 1823, on the intercourse between the United States and the British colonies; and that such a law should be immediately followed by a revocation of the British order in council of the 27th July, 1826, the abolition or suspension of all discriminating duties on American vessels in the British colonial ports, and the enjoyment by the United States of the advantages of the act of Parliament of 5th July, 1825."

In submitting this proposition, Mr. McLane distinctly declared that, "whatever may be the disposition which his Majesty's government may now be pleased to make of this subject, it must necessarily be final;" a declaration which, doubtless, contributed somewhat to the satisfactory and liberal arrangement which soon followed.

In anticipation of a final and satisfactory adjustment of this question, and, at the same time, to manifest the liberal spirit which animated the government of the United States in its solicitude and willingness at all times to terminate a contest equally detrimental to the commerce of both nations, an act was passed in May, 1830, clothing the President with power, on receiving satisfactory evidence of the willingness of the British government to accede to the proposition submitted by Mr. McLane, to issue his proclamation ratifying the terms of that proposition, and tendering to British vessels engaged in the colonial trade the advantages which it secured.

On the 17th of August following, Mr. McLane was officially notified, by the Earl of Aberdeen, that his government was prepared to accept the terms on which it was proposed to relax their colonial system, and permit a direct trade between the United States and the North American possessions, and only awaited the necessary action on the part of that government to promulge the requisite orders to that end. Accordingly, on the 5th day of October following, the President, by virtue of the authority conferred on him by the above-mentioned act, issued his proclamation, declaring that the act "concerning navigation," passed on the 18th day of April, 1818, the act supplementary thereto, passed on the 15th day of May, 1820, and the act entitled "An act to regulate the commercial intercourse between the United States and certain British ports," passed on the 1st day of March, 1823, were absolutely repealed; and that the ports of the United States were, from the date of the proclamation, open to British vessels and their cargoes, from the islands, provinces, and colonies of Great Britain, on or near the North American continent, and north or east of the United States.

These several acts, it will be borne in mind, constituted the whole system of retaliatory measures adopted by the government of the United States, during the continuance of the commercial controversy now brought to a close. Corresponding orders in council were also promulged by the British government, giving full validity to the arrangement, and placing the United States on an equal footing, with respect to colonial trade, with the other nations that had complied with the act of 1825.

The commercial intercourse between the United States and the American colonial possessions was now established on a basis, in some respects, it is true, restrictive, but still sufficiently liberal and broad to inspire with renewed energy the commercial interests of the nation, and direct them in the more equal competition on which they were permitted to enter.

Nearly fifty years before this period, the policy to which Great Britain now gave her assent was suggested and urged with great earnestness by Mr. Pitt, then chancellor of the British exchequer. His proposition, already noticed, was to the effect that American vessels loaded with goods, the growth or produce of the United States, should be admitted to all the ports of the British dominions. Every administration, from the formation of this government down to the year 1830, directed its best energies to effect a negotiation with the British government, recognising this principle; but, whether from a real desire to protect and foster its own navigation and commerce, as was avowed, or to repress the spirit of commercial activity which, from the very earliest period, had characterized the United States, every obstacle that diplomacy could create, and every sophistry that ingenuity could supply, seemed interposed whenever the question was pressed upon the attention of the British cabinet.

How disastrous this restrictive policy proved to the commercial interests of both countries, and especially to those of the West India colonies, which naturally looked to the United States for the necessary supplies of subsistence, may be gathered from the tables already given. The progress and almost incredible augmentation of this trade under the new arrangement may be seen from the following comparative statement of imports and exports:

Official value of imports and exports of the United States to and from the British North American and West India possessions for 1830 *and* 1840, *respectively; showing, also, the increase of tonnage during that period.*

COLONIES.	IMPORTS.		EXPORTS.	
	1830.	1840.	1830.	1840.
British North American possessions	$650,303	$2,007,767	$3,786,373	$6,093,250
British West Indies	168,579	1,048,165	1,901	2,965,584

From the foregoing table, it will be seen that the aggregate trade with the British American colonies increased during the period designated, from $4,436,676 to $8,601,017, or nearly 100 per cent.; and the increase in the trade with the British West Indies, in the same period, was equal to 2,400 per cent.

This vast increase in the value of the trade necessarily supposes a corresponding augmentation in the amount of tonnage. As illustrative of the elastic and enterprising spirit of American commerce, when freed from the skackles of illiberal restrictions, and permitted a fair competition on equal terms, in addition to the preceding table, the following statements, exhibiting the augmentation in tonnage under the new arrangement of 1830, will prove interesting.

The average tonnage which entered in the United States from the British, Swedish, and Danish West Indies during the years specified, was as follows:

In 1828, 1829, and 1830	88,633	tons.
In 1832	114,651	"
Increase	26,018	"

The average tonnage which departed from the United States for the British, Danish, and Swedish West Indies, in the same years, was as follows:

In 1828, 1829, and 1830	91,435	tons.
In 1832	134,986	"
Increase	43,551	"

During the first period, viz: 1828–'29–'30, the principal trade to the British West Indies was indirect and circuitous; during the latter, (1832,) under the new arrangement, it was direct. Similar results followed the liberal policy of 1830, in the trade of the United States with the North American colonies; and, as we are now approaching a new era in the commercial intercourse between the United States and these colonies, the advent of which was announced by the repeal of the British navigation laws in 1849, the following tables are introduced for the purpose not only of exhibiting the augmentation in that trade during the two periods, but also of indicating its probable future increase under the beneficent effects of the late reciprocity treaty.

The average tonnage entered into the United States from the North American colonies during the years specified, is as follows:

In 1828, 1829, and 1830	96,304	tons.
In 1832	182,672	"
Increase	86,368	"

The average tonnage departing from the United States to North American possessions, the same years, was as follows:

In 1828, 1829, and 1830	103,370	tons.
In 1832	211,348	"
Increase	107,978	"

The following is a summary of the foregoing tables:

Increase of tonnage entered in 1832 from the West Indies	26,018	tons.
Increase of tonnage from North American possessions	86,368	"
Total	112,386	"
Increase of tonnage departed to the West Indies	43,551	tons.
Increase of tonnage departed to the North American possessions	107,978	"
Total	151,529	"

It will have already been perceived, from the foregoing tables, that so soon as American commerce was liberated from the thraldom of oppressive and prohibitory restrictions, it at once challenged a competition with the flags of all nations in supplying the markets of the British West India and North American possessions, and in maintaining with them a profitable and an extensive trade.

Indeed, the benefits resulting from the measures adopted in 1830, not only to the United

States and Great Britain, but to the West India and other American possessions, became so manifest, in the vast increase of capital, tonnage, and the value of trade, and the commercial relations between the two nations had become, year by year, so closely united in the bonds of mutual interest and of a more enlightened policy, that it is not surprising that the British nation received with much favor the first advance, taken by Sir Robert Peel, towards that system of free trade which now constitutes the basis of British commercial legislation, and, in its results upon the general prosperity and wealth of that nation, fully vindicates the wisdom and foresight of its distinguished author.

Prior to 1847, American exports to the British colonies were burdened with double duties—those imposed by the British Parliament, styled imperial duties, and those prescribed by the local legislatures of the different colonies. The revenue derived from the former was, at all times, inadequate to meet the expenses of the colonial system; and, in consequence, the British civil list was annually increased by large appropriations for colonial purposes. The embarrassed condition of the British finances, at this period, co-operated very opportunely with Sir Robert Peel's predilections in favor of a free-trade policy, in inclining the British government to receive favorably his proposition to abandon all control over colonial tariffs, and throw their foreign possessions on their own resources. This measure was at once adopted; and in the session next succeeding, the Canadian legislature abolished the discriminating and prohibitory duties on imports inland, thus placing the mother country in the same relative position as foreign nations. The abolition of the British corn laws next succeeded in this liberal policy; and, in 1849, the crowning act of Sir Robert Peel's life—the repeal of the British navigation laws—consummated the system of measures introduced by that statesman, so far at least as that system affected the intercourse of foreign nations with British colonies throughout the world.

By these several acts of imperial legislation, the comprehensive principle was established of admitting into Great Britain, or into any British possession, goods of any sort, in a ship of any country, from any part of the world, subject only to such prohibitions and restrictions as were deemed necessary, either for the safety of the state, or for the protection of revenue and mercantile interests.

Under the class of absolute prohibitions, the following articles are included, viz: "Gunpowder, ammunition, arms or utensils of war, except from the United Kingdom or any British possession, and base or counterfeit coin. These are prohibited to be imported into the British possessions in America or the Mauritius." Other prohibitions and restrictions will be found specially set forth in Part II, Comparative Tariffs.

The only imposts to which the commerce of the United States with the colonies of Great Britain is now subject, are the colonial duties imposed by the local legislatures of the respective colonies; and these apply, with some few exceptions, which are noticed in their proper place, equally to British importations and British bottoms. These duties are generally very moderate, designed solely to meet the necessary expenses of the colonies, and are at least one-third less than the duties levied in the United States, on similar descriptions of merchandise, by the tariff act of 1846.

We have noticed the wonderful progress and steady increase in the value and tonnage of American commerce with her colonial neighbors which followed the negotiation of 1830, and the subsequent acts and regulations of the British government. Each successive year brings its tribute of augmented returns and expanding commerce to illustrate the wisdom and the far-seeing sagacity of those statesmen, in both countries, who originated this liberal system.

The commercial intercourse of the United States with the West Indies and the Eastern possessions of Great Britain remains unchanged since 1850. Although this intercourse is still dependent on the regulations of the mother country, as a general rule, the impost duties are equal on all bottoms, but slight discriminations existing even in favor of British vessels. With the North American provinces, however—that is, with "Canada, Newfoundland, New Brunswick, Nova Scotia, Prince Edward's Island, and the several islands thereunto adjacent"—a system of

the most liberal and unrestricted character has been adopted, which, to a great extent, placed commercial intercourse between the United States and these possessions, respectively, on the footing of an unfettered coasting trade. The Reciprocity Treaty of 1854 establishes a free trade between the colonies above named and the United States, in the principal raw staples of both countries, and concedes to the citizens of the latter, amongst other privileges, the right "to navigate the river St. Lawrence, and the canals in Canada, used as a means of communicating between the great lakes and the Atlantic ocean," as well as of "taking, curing, and drying fish of every kind on the sea-coast and shoals, and in the bays, harbors, and creeks of Canada, New Brunswick, Nova Scotia, Prince Edward's Island, and of the several islands thereunto adjacent, without being restricted to any distance from the shore, with permission to land upon the coasts and shores of those colonies and the islands thereof, and also upon the Magdalen islands, for the purpose of drying their nets and curing their fish."

The third article of this treaty provides that the articles enumerated in the following schedule, being the growth and produce of the aforesaid British colonies or of the United States, shall be admitted into each country, respectively, free of duty:

Schedule.

Grain, flour, and breadstuffs of all kinds.
Animals of all kinds.
Fresh, smoked, and salted meats.
Cotton, wool, seeds, and vegetables.
Undried fruits, dried fruits.
Fish of all kinds.
Products of fish, and of all other creatures living in the water.
Poultry, eggs.
Hides, furs, skins, or tails, undressed.
Stone or marble in its crude or unwrought state.
Slate.
Butter, cheese, tallow.
Lard, horns, manure.
Ores of metals of all kinds.
Coal.
Pitch, tar, turpentine, ashes.
Timber and lumber of all kinds, round, hewed, and sawed, unmanufactured, in whole or in part.
Firewood.
Plants, shrubs, and trees.
Pelts, wool.
Fish-oil.
Rice, broom-corn, and bark.
Gypsum, ground or unground.
Hewn or wrought or unwrought burr or grindstones.
Dye-stuffs.
Flax, hemp, and tow, unmanufactured.
Unmanufactured tobacco.
Rags.

Articles of manufacture, it will be perceived, are not embraced in the above schedule; indeed, these possessions, being abandoned by the British Treasury, by the act of 1847, already referred to, are now compelled to support themselves; and their tariff on manufactured articles is the principal source of revenue on which they must depend to meet their heavy loans and support their respective governments.

The same tonnage duties are payable upon ships or boats of the United States of America importing goods into Upper or Lower Canada, as are or may be payable at the same time in the United States of America on British craft entering the harbors of the State from which such goods shall have been imported. (17 and 18 Vict. chap. cxxii, sec. 173.)

The following comparative tables exhibit the value of trade between the United States and British North American possessions during the years 1851, '52, '53, '54, '55. A reference to tables already given will show how largely the totals since 1850 exceed those prior to that period. The figures are taken from the United States Treasury reports on "Commerce and Navigation."

Exports from Canada in 1851	$7,929,140	
Exports to other British American possessions	4,085,783	
Total		$12,014,923
Imports from Canada in 1851	$4,956,471	
Imports from other British American possessions	1,736,651	
Total		6,693,122
Balance of trade in favor of the United States in 1851	$5,321,801	
Total trade between the United States and British North American possessions in 1851		18,708,045
Exports to Canada in 1852	$6,717,060	
Exports to other British North American colonies	3,791,956	
Total		$10,509,016
Imports from Canada in 1852	$4,589,969	
Imports from other North American possessions	1,520,330	
Total		6,110,299
Balance of trade in favor of the United States in 1852	$4,398,717	
Total trade between the United States and British North American possessions in 1852		16,619,315
Exports to Canada in 1853	$7,829,099	
Exports to other British North American colonies	5,311,543	
Total		$13,140,642
Imports from Canada in 1853	$5,278,116	
Imports from other British American colonies	2,272,602	
Total		7,550,718
Balance of trade in favor of the United States in 1853	$5,589,924	
Total trade between the United States and British North American possessions in 1853		20,691,360
Exports to Canada in 1854	$17,300,706	
Exports to other British American colonies	7,266,154	
Total		$24,566,860
Imports from Canada in 1854	$6,721,539	
Imports from other British American colonies	2,206,021	
Total		8,937,560
Balance of trade in favor of the United States in 1854	$15,639,300	
Total trade between the United States and British North American possessions in 1854		33,494,420

Exports to Canada in 1855	$18,720,344	
Exports to other British American colonies	9,085,676	
Total		$27,806,020
Imports from Canada in 1855	$12,182,314	
Imports from other British North American possessions	2,954,420	
Total		15,136,734
Balance of trade in favor of the United States in 1855	$12,669,286	
Total trade between the United States and British North American possessions in 1855		42,942,754
Total trade in 1851		$18,708,045
" " in 1855		42,942,754
Increase in total trade from 1851 to 1855		24,234,709

GENERAL REMARKS ON THE COMMERCIAL RELATIONS OF THE UNITED STATES WITH THE BRITISH COLONIES.

CANADA.

THE following statement exhibits the condition of trade between the United States and Canada; the description, amount, and value of the principal imports and exports; the balance in favor of either country, &c., during the years 1851, 1852, and 1853, together with certain commercial regulations in force at the different ports in the province of Canada. The figures are taken from the Canadian official reports on "Trade and Navigation." The fact that the fiscal year in these reports ends in December, while that in the United States Treasury reports ends in June, will account for the apparent discrepancy between this statement and the general one which has immediately preceded.

Imports from Canada in 1851.

Produce of the mines	$60,373 00
Produce of the seas	43,784 00
Produce of the forest	1,283,380 00
Animals, and produce of animals	565,884 00
Vegetable food (including $1,617,000 for wheat and flour)	1,909,229 00
Other agricultural produce	35,788 00
Manufactures	45,064 00
Other articles	128,032 00
Total	4,071,534 00

Exports to Canada in 1851.

Principal Articles.—Coffee, sugar, molasses, tea, tobacco, (manufactured and unmanufactured,) whiskey, wine, and salt	$1,983,458 00
Fruits, (green and dried,) spices	102,865 00
Horses, grains, cheese, salt meat, pork	49,800 00

Tanned leather, oil, paper, mess-pork, rice, candles, cotton and leather manufactures, manufactures of India-rubber, iron and hardware, machinery, and wool	$4,198,040 00
Broom-corn, burr-stones, coals, hides, tallow, other articles	645,560 00
Books, cotton-wool, maize, philosophical apparatus, settlers' goods, wheat, (and including $537,000 in bullion,)	1,384,028 00
Total	8,363,751 00
Total exports	$8,363,751 00
Total imports	4,071,534 00
Balance in favor of the United States	4,292,217 00
Total of imports into Canada from Great Britain in 1851, in round numbers	$12,000,000 00
The same from the United States	8,000,000 00
Difference against the United States	4,000,000 00
Imports into Canada from all countries in 1851, in round numbers	$21,000,000 00
Of which from the United States	8,000,000 00
Difference between the value of imports into Canada from the United States, and from all other countries	13,000,000 00

From the foregoing it will be perceived that the imports into Canada from the United States, in 1851, were only one-third less than those from Great Britain, and nearly two-fifths of the whole imports from all other countries.

Imports in 1852.

Produce of the mines	$2,156 00
Produce of the seas	50,288 00
Produce of the forest	1,840,196 00
Animals, and their produce	966,200 00
Vegetable food	3,186,260 00
Flax and other seed	94,836 00
Manufactures	60,376 00
Other articles	84,200 00
Total	6,284,512 00

Exports in 1852.

Principal Articles.—Coffee, sugar, molasses, tea, tobacco, (manufactured and unmanufactured,) whiskey, wine, and salt	$2,225,112 00
Fruits and spices	91,372 00
Horses, grains, cheese, &c	49,732 00
Fish, fur, glass, tanned leather, oil, paper, mess-pork, rice, candles, manufactures of cotton, leather, iron, wood, silk, India-rubber, iron and hardware, wood articles, (unenumerated,) and sundries	4,413,568 00

Broom-corn, burr-stones, coals, cotton-yarn, flax, hides, tallow, nitre, wool, sundries	$769,216 00
Books, cotton-wool, Indian corn, settlers' goods, wheat, other articles	864,692 00
Total	8,413,692 00
Total exports	$8,413,692 00
Total imports	6,284,512 00
Balance in favor of the United States	2,129,180 00
Total value of imports into Canada from Great Britain in 1852, in round numbers	$10,500,000 00
The same from the United States	8,500,000 00
Difference between the value of imports from Great Britain and from the United States	2,000,000 00
Imports into Canada, from all nations, in 1852, in round numbers	$20,000,000 00
Of which, from the United States	8,500,000 00
Difference between the value of imports into Canada, from the United States, and from all other countries	11,500,000 00

The preceding tables will show, that in 1852 the United States almost equalled Great Britain in her exports to Canada, and furnished more than two-fifths of the whole imports into that province.

Imports in 1853.

Produce of the mines	$75,596 00
Produce of the seas	73,424 00
Produce of the forest	2,610,176 00
Animals, and produce of animals	1,046,852 00
Vegetable food	4,879,444 00
Other agricultural produce	93,736 00
Manufactures	107,832 00
Other articles	49,320 00
Total	8,936,380 00

Exports in 1853.

Description of merchandise the same as for 1851 and 1852—total value	$11,782,148 00
Total exports	$11,782,148 00
Total imports	8,936,380 00
Balance in favor of the United States, in 1853	2,845,768 00
Total value of imports into Canada, from Great Britain, in 1853	$18,489,120 00
Same from the United States	11,782,148 00
Difference	6,706,972 00

Imports into Canada, from all nations, in 1853, in round numbers	$32,000,000 00
Of which, from the United States	11,782,148 00
Difference	20,217,852 00

Imports into Canada, in 1853, were unusually heavy, exceeding those of the preceding year $12,000,000. The tables will show that Great Britain supplied more than half of the whole; while the exports from the United States, though exceeding those of the preceding year upwards of three millions of dollars, did not maintain, with respect to Great Britain, the ratio of 1852.

Imports from Canada up to 30th June, 1854, (according to the United States Treasury report,)	$6,721,539 00
Exports to same date	17,300,706 00
Exhibiting a balance in favor of the United States of	10,579,167 00

Before closing these remarks, it is proper to observe that the preceding tables and calculations have been prepared with much care, with a view to furnish accurate data in estimating the benefits secured to American commerce by the Reciprocity Treaty of 1854. The statement exhibiting the value of imports from, and exports to Canada, for 1855,(*a*) when compared with these tables, will demonstrate the wisdom and policy of that measure.

SUMMARY OF THE REGULATIONS IN FORCE AT THE DIFFERENT PORTS IN CANADA.

Merchandise shall not be unladen, except after due entry, at places designated for that purpose, under penalty of forfeiture.

Merchandise shall not be brought or imported into the province, whether by sea, land, coastwise, or by inland navigation, whether dutiable or not, except into some port or place at which a custom-house is or may be established, under penalty of forfeiture of vessel and goods, if under the value of $1,000; if above that sum, then the vessel and goods shall be retained as security for the payment of that amount. This applies, *mutatis mutandis*, to goods brought into the province, by land, in carriages or other vehicles.

Other regulations have reference, principally, to frontier smuggling, and to the duties and powers of the officers charged with its prevention. They convey no general commercial information, and are, therefore, omitted.

Most of the articles on which a discrimination in favor of importations from Great Britain exists, are embraced in the third article ("schedule") of the Reciprocity Treaty.

Foreign vessels are not permitted to carry goods or passengers from one port of any British possession in Asia, Africa, or America, to another port of the same possession; though by the act 17 Victoria, chap. 5, the coasting trade of the United Kingdom is opened to the vessels of all nations.

The foregoing regulations, &c., apply, with some slight modifications, to all the other colonial possessions of Great Britain in North America. They will not, therefore, be again referred to.

(*a*) Page 59.

NOVA SCOTIA.

THE following statement exhibits the description and value of imports and exports to and from the United States and Nova Scotia, during the years 1852 and 1853, respectively:

1852.—*Imports from Nova Scotia:*

Coal, fish, gypsum, lumber and plank, staves, spars, &c., wood and bark, potatoes, turnips, miscellaneous. Total value.....(a) $1,289,246 00

Exports to Nova Scotia:

Beef, pork, books and stationery, bread and biscuit, burning fluid, corn, corn meal, cotton manufactures, drugs and medicines, flour, (of rye and wheat,) hardware, rice, tobacco, wheat, miscellaneous. Total value..... 1,739,216 00

Showing a balance in favor of the United States of..... 449,970 00

1853.—*Imports from Nova Scotia:*

Principal articles the same as in 1852. Total value $1,389,731 00

Exports to Nova Scotia:

Principal articles the same as for 1852. Total value..... 2,079,546 00

Showing an increase over imports in 1852 of..... $100,485 00
" " over exports in 1852..... 340,330 00

Increase in total trade 440,815 00

Balance in favor of the United States for 1853..... 689,815 00

The preceding tables exhibit the course of trade between the United States and Nova Scotia during the periods indicated. The following are introduced to show the proportionate value of supplies furnished to that province by the United States, compared with the value of imports from the mother country, from 1849 to 1853, both years inclusive:

Years.	GREAT BRITAIN.		UNITED STATES.	
	Imports from.	Exports to.	Imports from.	Exports to.
1849	$1,489,615	$260,785	$1,764,785	$894,425
1850	1,892,020	262,945	1,612,575	988,065
1851	2,133,035	142,245	1,390,965	736,425
1852	2,137,661	313,380	1,739,220	1,289,250
1853	2,358,240	511,660	2,079,547	1,389,783
Total	10,010,571	1,491,015	8,587,092	5,297,948

Total trade of Great Britain with Nova Scotia, as per above tables $11,501,586 00
" " the United States with Nova Scotia..... 13,885,040 00

A glance at the preceding tables will suggest the inferences which they are designed to convey.

(a) For the convenience of calculation, the £ is estimated at $5.

NEW BRUNSWICK.

THE following statement exhibits the value of imports and exports to and from the United States and New Brunswick during the years 1849 and 1850:

1849.—Exports to New Brunswick	$1,322,810 00
" Imports from New Brunswick	257,910 00
Balance in favor of the United States	1,064,900 00
1850.—Exports as above	$1,310,740 00
" Imports	387,000 00
Balance in favor of the United States	923,740 00

The following abstract of the trade between the United States and the port of St. John, New Brunswick, shows the number of ships and tonnage entered inward, and the value of imports at that port during the year ending 31st December, 1851:

Vessels inward:

605 vessels, of an aggregate tonnage of 166,952 tons; value of imports $1,458,205 00

Vessels outward:

359 vessels, of an aggregate tonnage of 64,344 tons; value of exports..... 312,895 00

The United States exports to New Brunswick, principally, books and stationery, Indian corn, flour, wheat, lumber, salted provisions, rice, coal, tobacco, timber, and various kinds of manufactured goods and merchandise; and receives, in return, timber of different kinds (except pitch-pine, oak, locust, hickory, and black walnut,) lumber, staves, laths, shingles, spars, and fish.

Coal and timber being classed among the staples of both countries, an examination has been instituted with a view to ascertain the probable effect of the Reciprocity Treaty on the trade in these articles between the United States and New Brunswick. To meet this inquiry, it is necessary to know whether the coals and timber of New Brunswick and the United States are similar in character and kind, or whether they differ in both, and in the uses to which they are applied; each having their own peculiar advantages for certain purposes.

Dr. Jackson, an American geologist of ability, in a sketch "of the early history and of the present state of our knowledge of the geology, &c., of Nova Scotia and New Brunswick," referring to the mineral productions of these provinces, says: "The coals of Nova Scotia are of various kinds, and are wholly different from those of the United States; at least, they differ from all the coals which are found on the eastern side of the Apalachian mountains, so that they do not enter into competition with the coals obtained from mines in the United States, which supply our coast."

In a subsequent part of this essay Dr. Jackson remarks, in substance, that recent explorations in New Brunswick have brought to light a beautiful and before unknown variety of highly bituminous coal, containing 60 per cent. of gas-making bitumen and 40 per cent. of coke. This coal is a new variety, particularly adapted to the uses of the gas-house; and it is represented by Dr. J. as the very material wanted by gas-manufacturers to enrich the products of our semi-bituminous coals of Maryland and Virginia. In the formation of gas, this New Brunswick production cannot be used alone, but is mixed with other coals, in the proportion of from one-fifth to one-third; and thus gives the best material that can be obtained. It also gives greater value to the coke of our more ash-bearing coals. If these facts are to be relied upon, (and they are supported by high authority,) it follows that the importation of the New Brunswick coal

into the United States, so far from interfering with the sale of our own coals, would contribute, in a great measure, to make available, in the manufacture of gas, much of those which would otherwise be unsuitable for that purpose. With these distinctive characters and different applications, the coals of New Brunswick and Nova Scotia will always be required, whatever may be the supply of our own mines of Pennsylvania, Maryland, and Virginia. Indeed, the mine near Richmond, Virginia, is the only one in the United States that furnishes bituminous coal that will fully serve in the place of the coals of Nova Scotia.

From the imports and exports of timber between the United States and New Brunswick, it will be seen that New Brunswick imports from the United States large quantities of pitch-pine, oak, locust, hickory, and black walnut, none of which are found in that province; while the United States receives, in return, boards, scantling, deals, various kinds of lumber, and fish. The interchange of these products must be greatly increased under a system which relieves them from all import duties.

PRINCE EDWARD'S ISLAND.

STAPLE PRODUCTIONS.—Wheat, barley, oats, potatoes, turnips, clover-seed, and hay. From these it will be perceived that Prince Edward's Island is chiefly an agricultural colony. Ship-building, however, is carried on to a considerable extent; and new ships have already become a prominent article of export. In 1849, 1850, and 1851, there were built in the island, for sale in Great Britain, Newfoundland, or wherever else they might find a profitable market, 270 vessels, with an aggregate of 45,946 tons; giving an annual average of 90 vessels, and 15,315 tons.

Exports to United States in 1849			$32,410
" " " 1850			55,385
Imports from United States in 1849			$82,580
" " " 1850			41,603
Tonnage in 1850:			
Entered from United States	34 vessels,	2,578 tons.	
Cleared for " "	49 "	4,038 "	
Entered in 1851	43 "	2,724 "	
Cleared in 1851	86 "	5,427 "	
Exports to United States in 1851			$119,286
Imports from " " "			77,858
Difference			41,428

The difference between the imports from the United States in 1850 and 1851 ($36,255) is accounted for by the reduction of the duties on imports by colonial act, the high duties up to 1851 affecting, to a large extent, the trade with the United States. This reduction of the tariff of Prince Edward's Island not only augmented the exports from the United States, but produced a corresponding increase in the imports from that island. Thus, in 1850, the value of exports from Prince Edward's Island to the United States was $55,385; in 1851 it amounted to $119,286. The trade between the United States and this island being now comparatively free, a still greater increase than that exhibited above may be annually expected.

NEWFOUNDLAND.

THE great staple of this colony is derived from its extensive fisheries. An elaborate and interesting account of these may be found in Mr. Andrews's report on Canada, &c., already referred to.

Imports from Newfoundland into United States in the year 1850	$63,270
" " " " 1851	92,220
Exports to Newfoundland from United States during the year 1850	767,550(a)
" " " " 1851	954,266(a)
Balance of trade against Newfoundland in those years, viz:	
Exports to, for 1850–'51	$1,721,816
Imports from, for "	155,490
Amounting to	1,566,326

The trade of Newfoundland with other countries than the United States, particularly with Spain, Portugal, Italy, and the Brazils, is much more extensive, in proportion to its commercial capabilities, than is that of any other North American colony. The heavy balance against that island, in its trade with the United States, may suggest the reason why it seeks a European market for so large a portion of its products.

The United States export to Newfoundland beef, pork, pitch and tar, corn-meal, flour, rice, tobacco, and general merchandise.

Comparative statement exhibiting the quantities and values of the principal articles imported into the port of St. John's, N. F., from the United States of America, during the years 1853, 1854, *and* 1855.

Description of goods.	1853.		1854.		1855.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
Apothecary's ware	----------	$997 08	----------	$1,252 13	----------	$1,291 34
Bacon and hams ----------cwt--	229	3,032 01	310	3,516 52	255	4,190 00
Beef, salted----------bbls--	679	6,868 44	856	10,412 52	1,023	11,750 00
Bread----------cwt--	7,910	29,357 68	9,849	53,475 48	6,396	39,105 00
Butter----------cwt--	1,649	27,688 72	1,547	25,952 10	2,552	39,685 00
Candles ----------lbs--	84,903	11,104 28	74,183	10,685 62	116,104	17,407 88
Coffee ----------cwt--	210	2,789 08	262	3,261 44	265	3,350 38
Indian corn ----------bush--	725	603 12	3,533	3,316 44	7,812	9,160 00
Indian meal----------bbls--	8,086	34,540 00	11,493	65,303 68	15,146	88,535 00
Flour ----------bbls--	55,117	279,855 00	51,498	423,405 00	75,347	841,623 60
Hardware and cutlery----------	----------	682 00	----------	1,136 20	----------	6,479 30
Leather and leather wares--------	----------	13.246 10	----------	13,516 25	----------	20,387 25
Molasses ----------galls--	12,630	3,410 00	39,983	10,867 00	5,617	2,210 00
Pork, salted----------bbls--	9,289	128,850 00	11,359	146,832 88	15,012	237,040 00
Rum ----------galls--	14,231	9,724 20	13,984	7,468 36	2,213	1,205 48
Tea ----------lbs--	90,678	25,077 44	159,757	46,480 00	42,716	10,826 00
Tobacco, manufactured ----------	----------	45,413 25	----------	35,729 25	----------	35,381 50
Miscellaneous ----------	----------	38,563 50	----------	24,437 61	----------	38,160 81
Total----------	----------	661,801 90	----------	887,048 48	----------	1,407,788 54

(a) These figures indicate only the value of articles being of the growth, produce, or manufacture of the United States.

Comparative statement exhibiting the staple articles of produce, and their quantities, exported from the port of St. John's, Newfoundland, to the United States of America, in the years 1853, 1854, *and* 1855.

Description of goods.		1853.	1854.	1855.
		Quantity.	Quantity.	Quantity.
Fish, cod	quintals	21,386	14,362	60,257
salmon	tierces	1,350	1,070	2,145
herring	barrels	3,310	967	3,040
Oil, seal	tuns	6	5	28
cod	tuns	339	41	187
Skins, seal	number	6,000	----------	----------

Statement showing the number and tonnage of United States vessels arriving at and clearing from the port of St. John's during the years 1853, 1854, *and* 1855.

Years.	Entered.	Cleared.
1853	10 vessels—1,802 tons	10 vessels—1,802 tons
1854	13 vessels—3,170 do	11 vessels—2,858 do
1855	42 vessels—9,107 do	42 vessels—9,107 do

Statement exhibiting the articles made free by the Reciprocity Treaty; the value of such imported, and the amount of duties paid thereon, during the fiscal year ending June 30, 1854.

Articles.	Rate of duty, per cent.	Value of articles.	Duties.
Grain, flour, and breadstuffs	20	$3,906,073 00	$781,214 60
Animals, free	----------	75,406 00	----------
dutiable	20	225,642 00	45,128 40
Fresh, smoked, and salted meat	20	5,184 00	1,036 80
Cotton-wool, free	----------	125 00	----------
Seeds, plants, shrubs, &c, free	----------	18,210 06	----------
dutiable	20	555 00	111 00
Vegetables	20	102,806 00	20,561 20
Undried fruits	20	13,692 00	2,738 40
Dried fruits	20	31 00	6 20
Fish of all kinds	20	901,671 00	180,334 20
Products of fish, and of all other creatures living in the water	----------	----------	----------
Poultry	20	1,016 00	203 20
Eggs	20	5,500 00	1,100 00
Hides and skins	5	34,729 00	1,736 45
Furs, undressed	10	13,920 00	1,392 00
Tails, undressed	20	8 00	1 60

STATEMENT—Continued.

Articles.	Rate of duty, per cent.	Value of articles.	Duties.
Unwrought stone	10	$10,758 00	$1,075 80
Unwrought marble	20	4 00	80
Butter	20	126,811 00	25,362 20
Cheese	30	127 00	38 10
Tallow	10	37 00	3 70
Lard	20	837 00	167 40
Horns	5	1,421 00	71 05
Manures			
Ores, of metals, free		18,790 00	
dutiable	20	516 00	103 20
Coal	30	254,775 00	76,432 50
Pitch, tar, and turpentine	20	75 00	15 00
Ashes	20	4,441 00	888 20
Fire and other wood	30	728,688 00	218,606 40
All other wood	20	574,051 00	114,810 20
Pelts	20	24,639 00	4,927 80
Wool	30	69,182 00	20,754 60
Fish oil	20	110,402 00	22,080 40
Rice			
Broom corn			
Bark	20	978 00	195 60
Gypsum, ground	20	353 00	70 60
unground, free		113,312 00	
Grindstones	5	23,265 00	1,163 25
Dye-stuffs	5	14,717 00	735 85
Hemp, flax, tow, unmanufactured			
Tobacco, unmanufactured	30	2,915 00	874 50
Rags	5	12,696 00	634 80
Total		7,398,358 00	1,524,577 20

"ARTICLE 3. It is agreed that the articles enumerated in the schedule hereunto annexed, [the preceding list,] being the growth and produce of the aforesaid British colonies, or of the United States, shall be admitted into each country, respectively, free of duty."

The colonies referred to in the foregoing article are, Canada, New Brunswick, Nova Scotia, and Prince Edward's Island. With respect to Newfoundland, article 6 provides as follows:

"And it is hereby further agreed, that the provisions and stipulations of the foregoing articles shall extend to the island of Newfoundland, so far as they are applicable to that colony. But, if the Imperial Parliament, the provincial Parliament of Newfoundland, or the United States, shall not embrace in their laws, enacted for carrying this treaty into effect, the colony of Newfoundland, then this article shall be of no effect; but the omission to make provision by law to give it effect, by either of the legislative bodies aforesaid, shall not in any way impair the remaining articles of this treaty."

This treaty is limited to ten years, with the usual notice of twelve months by either of the high contracting parties who may wish to terminate the same.

Date of exchange of ratifications of the treaty above referred to, September 9, 1854.

Date of President's proclamation of same, September 11, 1854.

Date of its acceptance by Canada, 23d September, 1854; by New Brunswick, 11th November, 1854; by Nova Scotia, December 15, 1854; by Prince Edward's Island, 11th October, 1854; and by Newfoundland, 14th November, 1855.

WEST INDIES.

THE following statement exhibits the condition of trade between the United States and the West Indies generally, and the balance in favor of either country, during the years 1853 and 1854:

The exports and imports to and from the West Indies in 1854 were—			
Exports: Domestic produce		$4,756,398	
Foreign "		153,277	
			$4,909,675
Imports			1,126,417
Balance in favor of the United States in 1854			3,783,258
The exports and imports to and from the West Indies in 1853 were—			
Exports: Domestic produce		$4,056,527	
Foreign "		106,081	
			$4,162,608
Imports			1,044,264
Balance in favor of the United States in 1853			3,118,344
The increase in total trade in 1854 over the preceding year was—			
Total trade in 1854: Exports	$4,909,675		
Imports	1,126,417		
		$6,036,092	
Total trade in 1853: Exports	4,162,608		
Imports	1,044,264		
		5,206,872	
Increase in total trade in 1854			829,220

THE BAHAMA ISLANDS.

COMMERCIAL REGULATIONS.

THERE shall be paid a tonnage duty of 24 cents per ton of the registered tonnage of every vessel (except as hereinafter specified) arriving within these islands from any port or place without the limits thereof: *Provided, always,* That there shall be allowed, in favor of vessels taking away a full and entire cargo of Bahama produce, and of vessels arriving with part cargo and filling up with Bahama produce, without landing any of their original cargo, a drawback of one-half of such duty: *Provided, also,* That the following vessels shall be totally exempt from the payment of such duty, viz: steam-vessels; vessels arriving in ballast and departing in ballast, or arriving with cargo and not landing or transhipping any part thereof; and vessels employed

in turtling, fishing, or sponging, and arriving without any other cargo than turtle, fish, or sponge.

There will be levied a fee of $3 on the entry, at any ports in the Bahama islands, of every vessel coming from any port or place beyond the limits of the colony. There shall be levied a fee on the clearance of vessels at any of the said ports for any port or place beyond the limits of the colony, that is to say:

On the clearance of every vessel			not exceeding 30 tons burden, a fee of	$1 20
"	"	"	over 30 and not exceeding 60 tons	2 40
"	"	"	over 60 and not exceeding 100 tons	3 60
"	"	"	over 100 and not exceeding 150 tons	4 80
"	"	"	over 150 and not exceeding 200 tons	6 00
"	"	"	over 200 and not exceeding 250 tons	7 20
"	"	"	over 250 and not exceeding 300 tons	8 40

And on the clearance of every vessel exceeding 300 tons burden, a fee increased in the proportion of 24 cents for every ten tons of such excess.

In addition to the foregoing, anchorage fees are levied, as follows:

On vessels of	100 tons		$1 20
"	"	100 to 150 tons	2 40
"	"	150 to 200 tons	3 00
"	"	200 tons and upwards	4 80

Pilotage on vessels drawing from six to eighteen feet, from $3 to $26 40, and on every foot over eighteen feet, $1 20.

National vessels are exempt from all the preceding charges except those for pilotage.

The staple productions of the Bahamas consist of fruits, (principally oranges and pomegranates, and pine-apples,) salt, sponges, dye-woods, and shells. These constitute all their principal exports, as no goods of any description are manufactured in the islands.

The value of exports from these islands in 1853 was $155,932 80, of which the greater portion was shipped to the United States. The Bahamas are almost entirely dependent on the United States for the necessaries of life, and hence the principal exports from this country consist of provisions.

The Bahamas embrace an area of 4,440 square miles, and contain a population of 4,650 whites, and about 13,900 free blacks: total, 18,550.

JAMAICA.

STAPLE PRODUCTIONS.—Sugar, rum, molasses, ginger, pimento, and coffee.

The commercial resources of this island may be seen from the following tables of exports for three successive years:

Years.	Sugar.	Rum.	Molasses.	Ginger.	Pimento.	Coffee.
	Hhds.	*Puncheons.*	*Casks.*	*Pounds.*	*Pounds.*	*Pounds.*
1850	36,030	15,591	9	799,276	4,059,825	127,255
1851	40,293	18,492	40	1,176,676	4,439,697	5,595,273
1852	34,414	15,660	11	994,878	5,438,803	7,127,680

Value of exports in 1853	$331,621
Value of imports	1,216,359
Balance of trade against the island in 1853	884,738
Exports in 1854	$464,516
Imports	1,340,394
Balance of trade against the island in 1854	875,878

The following summary of official returns for 1854 will show the character and extent of trade between the United States and Jamaica:

Imports into the island of Jamaica from the United States in 1854.—Flour, 13,823 barrels; candles, 7,941 boxes; butter, 2,378 kegs; lard, 2,577 kegs; pork, 1,433 barrels; hams, 20 barrels, 15 casks, 11 tierces; cheese, 108 boxes; meal, 2,614 barrels; corn, 2,191 bags; bread, 977 barrels; beef, 241 barrels; coals, 3,301 tons; lumber, 33,186 feet; rice, 1,542 bags. Approximate value, $499,515.

American vessels engaged in trade with Jamaica in 1852, 194; from all European ports, 119.

American vessels engaged in trade with Jamaica in 1853, 164; from all European ports, 155.

PORT REGULATIONS.

On every vessel entering Jamaica, there is levied, under the customs-tonnage act, a port duty of 24 cents the ton. Light-house duty, 6 cents per ton. Hospital tax—vessels from out of the tropics, 8 cents per ton; from within the tropics, 4 cents per ton. Health officer's fees—on a ship or barque, $2 88; on a brig or brigantine, $2 16; on a schooner or sloop, $1 44. Harbor dues—ship or barque, $7 68; brig or brigantine, $5 76; schooner or sloop, $3 84.

Jamaica embraces an area of 5,520 square miles, and contains a population of about 36,000 whites and 312,000 free blacks. Total population, 348,000.

Pilot dues in the ports of Kingston and Port Royal.

In—350 tons and over		$23 04
250 tons and over		17 28
150 tons and over		14 40
100 tons and over		11 52
100 tons		5 04
Out—350 tons and over		$15 36
250 tons and over		13 44
200 tons and over		11 52
150 tons and over		9 60
100 tons and over		7 68
100 tons		6 72

These charges are reduced when the vessel enters or clears from Port Royal only.

ST. CHRISTOPHER.

STAPLE PRODUCTIONS.—Sugar, rum, molasses, arrow-root, fruits, and vegetables.

The United States export to this island, and the other islands which compose this consular district, flour, grain, lumber, (principally pitch-pine,) and provisions of all kinds.

American tonnage employed in the trade with this island in 1853 : 31 vessels, with an aggregate tonnage of 5,070. There are no British vessels regularly engaged either in the foreign or coasting trade of this island. Hence American ships are frequently chartered to convey sugar, molasses, and other products to England, where, by reason of a protective duty on foreign similar products, they find the best market. (*a*)

PORT REGULATIONS.

All vessels on entering pay a tonnage duty of 36 cents per ton, and a fee of $4 to the colonial secretary.

There is no pilotage tax, as the port of St. Christopher is open and free from all obstacles, such as reefs, &c.

The official returns for six months will sufficiently exhibit the extent of trade between the United States and St. Christopher.

Returns from 1*st July to* 31*st December*, 1854.

Imports from United States.....	$81,556
Exports to United States.....	14,714
Balance in favor of the United States.....	66,842

In addition to the staples of this island, United States vessels export large quantities of old metals, (as brass, iron, copper, lead,) and hides. A large portion of the revenue of this island is derived from an export duty on its staple productions.

BARBADOES.

IN addition to the staples of this island, the United States also import thence large freights of old metals, hides, salt, &c.

An idea of the trade between the United States and Barbadoes, and its dependencies St. Lucia and St. Vincent, may be gathered from the following summary of returns :

Imports from the United States from 1st July to 31st December, 1853 : Boxes candles 4,962 ; shooks, 2,528 bundles ; 231 mules and 213 horses ; 118 barrels meal ; 25 tierces rice ; 1,907 bags corn ; 1,150 kegs lard ; 27 hogsheads and 664 boxes tobacco ; 262,000 staves ; 3,709 shingles ; 61 tierces hams ; 50 boxes snuff ; 190 tons ice ; 414 barrels onions ; 37,270 ropes onions ; 30 barrels ale ; 133 cases fish.

American vessels employed in this trade, for the same period, 46 ; tonnage 9,222.

Returns for St. Lucia, for six months ending 31st December, 1853 : Value of imports from the United States, $28,000.

Tonnage of American vessels, in same period, 328½ tons.

Returns from St. Vincent for same period and date : Value of imports from United States, $21,772.

(*a*) This protective duty is now abolished.

From both these ports, American vessels usually clear in ballast, and take in homeward freight at some of the other islands.

Barbadoes embraces 164 square miles; population 102,912. St. Vincent 121, and St. Lucia 275 square miles, with a total population of about 60,000.

ANTIGUA.

EXPORTS the same as to the other West Indies, viz: Bread-stuffs, provisions of all kinds, lumber, staves, rice, tobacco, and sundries.

This island imports, from all nations, annually, provisions and general merchandise to the amount of about $1,000,000, and exports articles to the amount of about $800,000.

The heavy duties on flour and other bread-stuffs, nearly all of which are imported from the United States, have become a fruitful theme of discussion between the inhabitants and the government of this island. It is very probable that this discussion may lead to a reduction of these duties, the result of which will be a large increase in the export of these articles from the United States, and a corresponding augmentation in our trade with that island.

The present duty on flour in Antigua is $1 20 per barrel of 196 pounds, or over 600 per cent. higher than in the mother country.

Port regulations, harbor dues, &c., differ but little from those of the other islands.

Antigua comprises 108 square miles, and contains a population of 37,000.

TRINIDAD.

STAPLES as in the other islands. United States vessels also export heavy quantities of iron, brass, lead, (old,) and hides.

The following tables will exhibit the condition of trade with this island:

Imports from United States in 1853	$537,604
Exports to United States	31,483
Balance in favor of the United States	506,121

American vessels in Port of Spain in 1853:

Vessels	59
Tonnage	11,472

Imports for first six months of 1853 compared with the last six months of 1852:

Imports from United States from 1st January to 30th June, 1853	$308,716
Imports from 1st July to 31st December, 1852	268,148
Increase over the last six months in 1852	40,568

PORT REGULATIONS.

Duties of Tonnage.—Upon every ship or vessel of 50 tons and upwards, for every registered ton, 36 cents.

Upon every ship or vessel of 25 tons and upwards, but under 50 tons, for every ton of registered tonnage, 30 cents.

And upon every ship or vessel under 25 tons, for every registered ton, 6 cents.

Lumber, staves, bricks, slates, shingles, coal, &c., are also subject to a small wharfage duty.

Sugar, cocoa, coffee, rum, indigo, &c., are liable to an export duty in this island.

Trinidad embraces an area of 1,970 square miles, containing a population of 45,284.

BRITISH HONDURAS.

THE chief productions of this settlement are mahogany and various descriptions of dye-woods. Copper, scrap-iron, and other old metals, constitute a considerable portion of their exports to the United States.

The following statement exhibits the value of the trade between the United States and Honduras during the years 1853, 1854, and 1855, up to June 30th of each year:

	1853.	1854.	1855.
Imports from the United States	$381,360	$262,641	$522,959
Exports to the United States	268,298	288,954	339,974
Balance in favor of the United States	113,062	----------	182,985
Balance against the United States	----------	26,313	----------
Total trade between the United States and Honduras	649,658	551,595	862,933

This settlement contains about 400 whites and 3,000 blacks. These are chiefly employed in cutting mahogany and dye-woods, and derive their principal supplies of sustenance, clothing, &c., from the United States.

Goods manufactured from cotton, flax, wool, or silk, are subject only to a duty of one per cent. *ad valorem*.

BRITISH GUIANA.

STAPLE PRODUCTIONS.—Sugar, rum, molasses, coffee, timber, indigo, and cotton.

The following comparative statement exhibits the trade between the United States and the two colonies, Demerara and Berbice, of which British Guiana is composed:

	1853.	1854.	1855.
Imports from the United States	$837,704	$719,249	$824,932
Exports to the United States	64,533	47,489	107,180
Balance in favor of the United States	773,171	671,760	717,752
Total trade between the United States and British Guiana	902,237	766,738	932,112

An export duty is charged in the ports of these colonies on their staple productions. Both in Honduras and British Guiana, American vessels enjoy all the privileges extended to the vessels of the most favored nation; and, as the preceding tables for 1854 and 1853 will show, American commerce is generally on the increase. In 1854 the United States imported from Honduras:

Indigo, (41,339 pounds,) valued at	$34,842
Mahogany	83,459
Dye-wood	11,678
Hides	6,706
Black pepper	1,055
	137,740

Or nearly one-half of the entire imports from this colony for that year.

From British Guiana, the leading imports in 1854 were old and scrap iron, copper, brass, hides, sugar, and rum, amounting to nearly $40,000, of which copper alone reached $15,615.

Demarara contains a population of 74,922 whites and free blacks.

Berbice contains a population of 21,580, of whom 21,000 are free blacks.

GENERAL REMARKS.

THERE are several other smaller islands in the West India group, but they are, in a commercial point of view, too unimportant to require a separate or more special notice, being all comprised under some of the consular districts for which full returns of trade, port regulations, &c., are given in the preceding pages. American trade with the West Indies is placed on an equal footing with that of the most favored nations. Indeed, in some of the islands, as in Canada, American vessels are allowed privileges that are not sanctioned, if not expressly withheld, by the colonial regulations of the mother country. In both these divisions of the British North American possessions, they are admitted, to a certain extent, to the benefits of the coasting trade; thus proving how impossible it is for the mother country to frame commercial regulations adapted, in all respects, to the wants and necessities of her colonies in distant quarters of the globe, the effect, if not the design, of which would be to embarrass and clog their intercourse with the neighboring markets, on which they depend for all their supplies of subsistence.

The act of the Imperial Parliament, 13 Victoria, chap. xxix, secs. 4, 5, 6, clothes the Governor General of the East India possessions with ample powers to admit to the coasting trade, in that part of the globe, all foreign vessels, whenever, in his opinion, the requirements of commerce or the interests of her Majesty's subjects in the East Indies, may demand such a concession. By virtue of this authority, the coasting trade of these vast possessions is now thrown open to every flag. A similar act in favor of the West India and North American possessions would seem to be more imperatively demanded, even as a boon to British subjects in these parts, particularly in the West Indies, where but few of the staple articles of food are produced, and such as are imported are necessarily burdened with the taxes and imposts incident to re-shipment coastwise, and transportation into the interior, before they reach the consumer. Such a measure would be productive of the happiest results; and, while it would impart additional stimulus to American enterprise, it would, at the same time, cheapen all the necessaries of life to the North American subjects of Great Britain, who, by reason of their geographical proximity and their different staples of trade, are the natural customers of the United States.

Official returns received at the Department of State represent American commercial intercourse with the British West Indies, generally, as being on the most satisfactory footing. Indeed, nothing seems wanting to render that intercourse wholly unembarrassed, save a modification, if not a total repeal, of the protective tariff now in force in Great Britain, in favor of some of the staple productions of these islands.(*a*)

EAST INDIES.

The commercial intercourse of the United States with the territories of the East India Company is regulated by the different local governments thereof, under the supreme control and approval of the Governor General of India in council. The regulations prescribed by these authorities are not of a permanent character, being liable to modifications and changes whenever, in their opinion, such become necessary. To present, however, the true basis upon which this intercourse rests, it will be necessary to refer briefly to the treaty stipulations subsisting between the governments of the United States and Great Britain; premising, that prior to the convention of London, signed on the 3d of July, 1815, between the United States and Great Britain, the commercial intercourse of the former with the East India possessions was regulated, as was that of other foreign nations, by a general clause in the Company's charter, providing that "vessels of countries in amity with Great Britain may import into, and export from, the British possessions in India, such goods and commodities as may be specified in rules to be prescribed by the East India Company; provided that such rules shall not be inconsistent with any treaty now [then] made or which may be made between Great Britain and any foreign state in amity with her, or with any act of Parliament for regulating the affairs of India."

By the convention above referred to, and the subsequent convention of October, 1818, continuing the former, it was stipulated:

1st. That vessels of the United States shall be admitted and hospitably received at the principal settlements of the British dominions in the East Indies, viz: Calcutta, Madras, Bombay, and Prince of Wales Island; and the citizens of the United States may freely trade between the said settlements and the United States, in all articles of which the importation and exportation, respectively, to and from the said territories, shall not be entirely prohibited.

And 2d. It was provided, that the citizens of the United States shall pay for their vessels, when admitted, no higher or other duty or charges than shall be payable on the vessels of the most favored European nations. And they shall pay no higher or other duties or charges on the importation or exportation of the cargoes of said vessels, than shall be payable on the same articles when imported or exported in the vessels of the most favored European nation.

And 3d. It was expressly agreed, that the vessels of the United States shall not carry any articles from the said settlements to any port or place, except to some port or place in the United States of America, where the same shall be unladen.

This convention is still in force, and regulates the commercial intercourse of the United States with the East India possessions, except as to paragraph 3, which has been superseded by the repeal of the British navigation laws in 1849; the effect of which has been to open the ports of Great Britain and of all her colonial possessions abroad to "goods of any sort, in a ship of any country, from any part of the world."

By an act of the Imperial Parliament, entitled 13 Victoria, chap. xxix, secs. 3, 4, 5, 6,

(*a*) The differential duties in England in favor of colonial sugar are now repealed. The only articles to which such privileges at present apply, are: Apples, books, butter, cheese, eggs, embroidery and needle-work, liquorice paste and powder, carroway seed, certain silk manufactures, rum and rum-shrub, tallow, wine, and wood goods.

(already cited,) (*a*) the Governor General of the East India possessions was clothed with full powers to admit, whenever he should deem it advisable so to do, to the coasting trade in the East Indies, the vessels of all foreign nations. This privilege is now enjoyed by every flag.

With these two exceptions, the convention of 1818 is still in full force, and constitutes the only guaranty which the United States possesses of equal privileges with the most favored nation in its intercourse and commerce with the East India possessions.

Notwithstanding the express stipulations contained in the treaty above referred to, that the East India Company should prescribe no regulations "inconsistent with any treaty now made, or which may be made, by Great Britain, with any nation in amity with her," it has, on more than one occasion, been represented to the Department of State that "the officers of this Company do not consider themselves bound by the commercial treaties which exist between the United States and England."(*b*) The despatch from which the foregoing extract is taken further says, that "the speedy settlement of this question is deemed of paramount importance to the commercial interests of the United States." No case, however, having been presented to the Department, beyond the naked assertion of this *quasi* independent sovereignty by the officers of the East India Company, the necessity has not yet arisen for an examination of the grounds upon which this claim is based. As the question may, however, hereafter embarrass the commercial relations of the United States with this portion of her Britannic Majesty's possessions, it has been deemed proper to present the facts in relation to it, which have come to the knowledge of the Department.

The British East India possessions embrace an almost boundless extent of territory, extending from the Himalayah range of mountains on the north, to the ocean, including nearly the whole of the peninsula of Hindoostan, the island of Ceylon, and that portion of Burmah lying between the 20th degree of north latitude and the bay of Bengal. These vast possessions are supposed to contain a population of one hundred and fifty-two millions of souls.

The East India Company's possessions comprise the several presidencies of: 1, the Bengal presidency; 2, the Bombay presidency; 3, the Madras presidency; 4, the Agra presidency; and the several dependencies of each of these presidencies.

BENGAL.

The city of Calcutta is the capital of the Bengal presidency, and the seat of government of British India. The commerce of the United States is principally confined to the presidencies of Bengal and Bombay, and to a few of their dependencies.

The leading exports from the East India possessions to the United States are wool, oil-seeds, hides, medicinal drugs, sandal-wood, gums, spices, horns, indigo, ivory, coir, saltpetre.

The principal exports from the United States to the East Indies are, tobacco, naval stores, provisions, ice and miscellaneous merchandise, copper, pitch, tar, rosin, pine boards, and spars.

Number of American vessels entered the port of Calcutta in 1852, 65. Tonnage 34,849.

Number of vessels cleared from Calcutta in the same year, 101. Tonnage 59,340.

In 1853, 109 vessels from the United States entered this port.

Table exhibiting the trade between the United States and Calcutta for the years designated.

Years.	Exports.	Imports.
1850–'51	$416,086	$2,699,276
1851–'52	610,872	3,842,112
1852–'53	463,441	3,134,684
Total	1,490,399	9,676,072

(*a*) West Indies, page 75.

(*b*) Mr. Consul Ely's despatch, Bombay, 1854.

Aggregate value of imports from Calcutta during the three years ending with 1853,	$9,676,072
Aggregate value of exports during the same period.....	1,490,399
Apparent balance against the United States..... ...	8,185,673

This heavy balance apparently against the United States is accounted for by the large discriminating duties on all its manufactures, in favor of similar merchandise imported from the mother country. American vessels usually enter the ports of Calcutta and Bengal in ballast, for the purpose of taking in a homeward cargo.

BOMBAY.

Exports from Bombay the same as from Calcutta. The same description of merchandise is imported from the United States.

The following market prices at Bombay will show that the articles specified might enter advantageously into American exports, not only to that port, but to the other ports in the East Indies:

Copper sheathing sells at 55 rupees, (*a*) or $27 25 per cwt. Duty, 10 per cent. Annual imports, 400 tons.

Copper bolts sell at 50 rupees, or $25, per cwt. Duty, 10 per cent. Annual imports, 700 tons.

Pitch, 3 rupees=$1 50 per barrel. Annual imports, 1,100 barrels. Duty, 10 per cent.

Tar, 4 rupees=$2 per barrel. Annual imports, 620 barrels. Duty, 10 per cent.

Tonnage duty in Bombay $\frac{1}{16}$ rupee, or nearly 3 cents, per ton. Light-house dues on ships from 15 to 20 rupees=from $7 50 to $10, according to the nature of the cargo and time of the year.

Pilotage is regulated by the season, and is as follows:

Vessels of—	From September to June.	From June to September.
100 to 300 tons----	50 rupees = $25 00	75 rupees = $37 25
300 to 400 " ----	55 " 27 25	80 " 40 00
400 to 500 " ----	60 " 30 00	85 " 42 25
500 to 600 " ----	65 " 32 25	90 " 45 00
600 to 700 " ----	70 " 35 00	95 " 47 25
700 to 800 " ----	75 " 37 25	100 " 50 00
800 to 900 " ----	80 " 40 00	105 " 52 25
900 to 1,000 " ----	85 " 42 25	110 " 55 00
1,000 to 1,100 " ----	120 " 60 00	145 " 72 25
1,100 to 1,200 " ----	130 " 65 00	155 " 77 25
1,200 to 1,300 " ----	140 " 70 00	165 " 82 25
1,300 to 1,400 " ----	150 " 75 00	175 " 87 25
1,400 to 1,500 " ----	160 " 80 00	185 " 92 25
1,500 to 1,600 " ----	170 " 85 00	195 " 97 25

The above rates are regulated by the local government of the Company's possessions, and the pilots are regularly licensed.

The following tables exhibit the trade of the United States with the East Indies generally:

(*a*) The rupee is valued by Pope at 46 cents; consular returns from Bombay value it at 50 cents.

1853. Exports to East Indies:			
Domestic manufactures		$503,856	
Foreign "		63,542	
			$567,398
Imports from			3,581,726
Excess of imports over exports			3,014,328
1854. Exports to East Indies:			
Domestic manufactures		$567,193	
Foreign "		69,219	
			$636,412
Imports from			5,378,321
Excess of imports over exports			4,741,909

AUSTRALIAN POSSESSIONS.

THE commercial relations of the United States with the British possessions in Australia, New Zealand, and the Cape of Good Hope, are regulated by the orders of the local governments, within the limits prescribed to their authority by the legislation of the Imperial Parliament. The repeal of the British navigation laws, already referred to in various parts of this Digest, abolished all the restrictions upon foreign commerce which, before that period, secured to the British merchant the monopoly of supplying the markets of these distant colonies. The trade is now open to all flags, and the vessels of every nation having commercial treaties with the mother country can freely, and upon equal terms, enter in the race of commercial competition.

Co-operating with this liberal policy of the mother country, the discovery of gold in some of the Australian possessions, in 1851, contributed largely to infuse new commercial life and vigor into that distant part of the globe. Some estimate may be formed as to the extent of the wonderful advance of these colonies in commercial and colonial greatness, the increase of their imports and exports, and the augmentation of their resources generally, by glancing over the subjoined statistics.

VICTORIA.

The colony of Victoria embraces an area of 98,000 square miles, or 62,720,000 acres. Melbourne is the principal port. The population in 1836 was but 1,200; in 1846, 30,000; in 1855, 300,000. Of these, it is estimated that there are about 5,000 aborigines.

In 1843 the value of their imports was $1,229,840; that of their exports, $1,539,830. Of this latter sum, wool covered nearly $1,000,000, all of which was shipped to Great Britain.

Value of imports in 1847, $2,188,480; of which $1,592,120 were from Great Britain.

Value of exports in 1847, $3,342,555; of which wool covered $2,829,025, distributing the balance ($513,530) between the articles of beef, pork, horses, horned cattle, and tallow.

Number of vessels in 1847, 423, with a tonnage of 47,885.

The following tables will exhibit the trade of the colony of Victoria from 1851 to the end of the first half of 1854:

Imports from all nations:		Exports to all nations:	
In the year 1851	$4,379,140	In the year 1851	$4,181,210
" 1852	17,524,355	" 1852	35,685,775
" 1853	70,473,235	" 1853	45,412,870
In the half year of 1854	42,780,340	In the half year of 1854	24,509,400

Table showing the quantity of flour imported into and exported from the colony of Victoria, and the quantity consumed therein, during the periods designated.

Year.	Imported.	Exported.	Consumed in the colony.
	Tons.	*Tons.*	*Tons.*
In 1852	10,596	60	10,536
In 1853	26,358	6,545	19,813
In half year of 1854	10,849	4,044	6,805

Amount of flour, from the United States, imported in 1853, 15,036 tons; or more than one-half of the whole quantity imported.

Amount imported from the United States, in the half year of 1854, 3,720 tons; or more than one-third of all imported.

Number and tonnage of American vessels which arrived at Melbourne, from January, 1853, *to September,* 1854.

Vessels, 173; aggregate tonnage, 77,633; of which arrived—

From New York:	ships,	52	; average passage,		121	days.
" "	barques,	22	"	"	118	"
" "	brigs,	2	"	"	140	"
" "	schooners,	7	"	"	120	"
From Boston:	ships,	25	"	"	112	"
" "	barques,	29	"	"	118	"
" "	brigs,	2	"	"	127	"
" "	schooners,	5	"	"	124	"

Four American brigs made the passage in 90 days, and one schooner in 91 days.

These vessels were laden with flour, provisions, lumber, and general cargo. When the market is not overstocked, as was the case in 1853, American flour, of best quality, (and none else need be exported,) brings from $15 60 to $16 80 per barrel. Twelve dollars can be laid as the fixed market price for first quality flour, at least until the Australians pay more attention to agricultural pursuits, which will hardly be the case so long as they can find gold nuggits weighing 98½ lbs. each.

American provisions, hams, bacon, butter, cheese, beef, pork, preserves, furniture, wooden houses, carriages, wagons, boots, &c., are much sought for in the markets of Victoria, and always command remunerative prices.

The facilities for discharging and despatching ships have greatly increased within the past year. Before that period, 90 days was considered good despatch; now, from 12 to 30 days is the time; and, indeed, 30 days is considered unwarrantably long.

It may be interesting, and not altogether inappropriate, to notice in this place the astonishing production of gold in this colony, compared with the aggregate mining operations in other parts of the world, especially in California.

The gold diggings in Victoria extend from longitude 142° 35′ to 147° 30′, and from latitude 36° 20′ to 37° 40′, over districts embracing more than 300,000 square miles, or more than half the area of the colony.

VICTORIA GOLD.

	Ounces.	Average price per ounce.	Amount.
From the end of September, 1851, to December 31, 1852..	4,608,188	77*s.*=$18 48	£17,741,524=$88,707,620
From December, 1852, to December, 1853----------	3,090,342	77 = 18 48	11,897,816= 59,489,080
From December, 1853, to Sept., 1854, (by escort only,) (*a*)	1,130,519	80 = 19 20	4,522,076= 22,610,380
Total----------	8,829,049	----------	34,161,416=170,807,080

Average yearly produce of Gold.

Victoria	£12,000,000 =	$60,000,000
California.....	11,000,000 =	55,000,000
Russia (Ural mountains)	4,000,000 =	20,000,000

Aggregate amount (annual) of Victoria, California, and Russian mines, $135,000,000. (*b*)

SOUTH AUSTRALIA.

This colony embraces an area of 300,000 square miles, or 192,000,000 acres. Adelaide is the capital, and the principal harbor is about seven miles distant, situated on a large creek, and is represented as "a really natural dock."

The population of the place was estimated, in 1848, at about 31,153; of which the aborigines, in the settled districts, were computed at about 3,680. Population in 1855, 80,000.

As an agricultural country, South Australia possesses natural advantages, both in soil and climate, superior to those of any other Australian colony. In 1847 there were 36,440 acres of land under cultivation, of which 26,000 were devoted to the culture of wheat, the quality of which was admitted in London to be the finest in the world. The price of Australian wheat in that market exceeds the average price of English wheat from $1 92 to $2 62 per quarter of eight bushels. In addition to its undoubted agricultural advantages, this territory presents every inducement to those engaged in wool-growing; and hence the article of wool constitutes one of its most prominent and valuable staples. In 1848, it was estimated that there were in South Australia one million sheep and fifty thousand horned cattle.

The discovery of gold in the Australian colonies has produced the most disastrous effects on the agricultural enterprise of this and the neighboring colonies. Possessing within themselves the most ample means of supplying all the wants and necessities of that vast region of country, and even of maintaining an extensive export trade in cereals, provisions, &c., they are now mostly dependent on a foreign market for the necessaries of life, and are compelled to pay exorbitant prices for those very articles which grow, almost spontaneously, on their own soil. In 1848, before the gold fever broke out, the colony of South Australia alone exported cereals, breadstuffs, provisions, &c., to the amount of $185,273. The market price of wheat at that time, at Adelaide, was from 80 to 90 cents per bushel; bread, 2½ cents per lb.; fresh meat, 4½ cents per lb. An estimate may be formed as to the prices which rule in 1855, from the present selling price of flour in Victoria, viz: from $12 to $16 per barrel.

In 1848 this export trade was steadily increasing, and in 1850 was largely augmented. The following tables will show the change that has taken place since this latter period:

(*a*) Later returns than those from which the above figures were taken give the total amount for 1854 at £12,151,661=$60,758,305.

(*b*) Hunt's Merchants' Magazine has supplied many of the facts contained in the preceding sketch of the commercial resources of Victoria. In reducing to dollars, the £ is estimated at $5.

The exports from the United States to Australian possessions in 1853 were—

Cereals and breadstuffs, value	$1,179,980
Provisions, rice, &c	764,015
Total	1,943,995

Or a total of $1,943,995 for the articles which, prior to the discovery of gold, and the consequent abandonment of all agricultural pursuits, constituted their leading staples, both of consumption and export.

The figures for 1854 will exhibit but little change in this anomalous condition of Australian trade. The value of cereals, breadstuffs, provisions, &c., supplied to these possessions from the United States during that year, was $1,089,261.

For further information on this subject, useful to those engaged in the Australian trade, *vide* "Victoria" *ante*.

The value of trade between the United States and Australian possessions in 1853 and 1854 was as follows:

Imports from:		Exports to:	
1853	Nil.	1853	$4,267,002
1854	$214,202	1854	3,149,079

NOTE.—After the tariff of South Australia had been prepared for this report, (Part II.,) the following information was received at the Department of State, viz:

"The committee appointed by the legislature of South Australia to consider the changes which it was thought desirable to make in the tariff, has agreed that all *ad valorem* duties should be fixed at a uniform rate. They recommend an *ad valorem* duty of 5 per cent. upon every article imported, with the exception of the following, which are to be charged at the rate specified: Spirits, per gallon, $1 92; wine in bulk, 24 cents per gallon; wine in bottle, 48 cents per gallon; beer, cider, perry, &c., 8 cents per gallon; tobacco, manufactured, 24 cents per lb.; tobacco, unmanufactured, 12 cents per lb.; tobacco, cigars, and cheroots, 60 cents per lb.; tobacco snuff, 24 cents per lb.; tobacco sulphured or tarred for sheep-wash, 2 cents per lb.; tea, 4 cents per lb.; sugar, refined and candied, 96 cents per cwt.; sugar, Muscovado, 48 cents per cwt.; sugar molasses, 24 cents per cwt.; coffee, $1 44 per cwt.; hops, per lb., 4 cents; iron, bar and rod, per ton, $2 40; iron, sheet and hoop, per ton, $3 36; iron, pig, per ton, $1 20; wood, unchanged; fruit, dried of all sorts, 96 cents per cwt.; salt, per ton, 72 cents; bacon and hams, 60 cents per cwt.; beef and pork, 36 cents per cwt.; corn and pulse, 12 cents per quarter, or eight bushels; flour and meal, bran and pollard, 4 cents per 100 lbs.; pitch, tar, and rosin, 24 cents per bbl." [Dated March 18, 1854.]

WESTERN AUSTRALIA.

This colony possesses but little commercial importance. It was founded in 1829, and includes all that portion of New Holland situated west of 128° east longitude, and extends from Cape Londonderry, in latitude 13° 44′ south, to West Cape Horn, in latitude 35° 8′ south, and from 112° 52′ to 129° east longitude.

The extent and value of its commerce may be seen from the following figures:

Value of imports from all nations.

In the year 1846	$127,970
" 1847	127,315
" 1848	227,055

The principal exports are wool, sandal-wood, whale-oil, and bone. The value of the two latter articles exported in 1848 was $20,000.

Port regulations, charges, &c., the same as in other Australian possessions, and are applicable alike to all bottoms. A discriminating duty of about 50 per cent. exists in Australia West, in favor of British manufactures.

VAN DIEMAN'S LAND.

THIS island contains an area of 24,000 square miles, or 15,000,000 acres. The inhabitants are chiefly occupied in agricultural or mercantile pursuits; the former occupation giving employment to the great bulk of the inhabitants, and supplying a large and increasing export trade to the neighboring settlements and to different foreign markets. Staple productions are wheat, barley, oats, peas, beans, potatoes, hay, &c.

The trade between the United States and Van Dieman's Land commenced in 1834, in which year our exports amounted to $7,120, and from that period up to 1847 averaged annually upwards of $20,000; while our imports from that colony, during the same period, did not exceed an annual average amount of $7,000.

Exports from the United States consist of general merchandise, &c.

CAPE OF GOOD HOPE.

THE commercial relations of the United States with this colony are now dependent on the regulations of a legislative council and a house of assembly. These bodies assembled, for the first time, during the past year, (1854,) under the name of the Colonial Parliament of the Cape of Good Hope.

Exports from this colony consist principally of aloes, argol, hides, horns, whale-oil, goat and sheep skins, wine, and wool.

Chief imports from the United States are spirits, soap, stationery and books, sugar, timber, wine, tobacco, hardware and ironmongery, sundries.

Table exhibiting the trade between the United States and the Cape of Good Hope in 1853 *and one half of* 1854.

Years.	Imports.	Exports.	Total.
In 1853	$370,372	$302,303	$672,675
In 1854, to June 30	299,958	448,903	748,861

Number of American vessels entered the ports of the Cape of Good Hope in 1853: Vessels, 45; tonnage, 16,278.

Number of American vessels cleared from the same ports in 1853: Vessels, 22; tonnage, 2,186.

PORT REGULATIONS, DUTIES, &C.

For the entrance or clearance of a vessel	$1 44
For landing or shipping cargo of a vessel	3 60
For clearance of a coaster	36
For manifest of export cargo	36
For permit to land or ship merchandise under value of $36	18
" " " above $36	36

A wharfage duty is also charged on all goods, wares, or merchandise landed.

An export duty is charged on all staples shipped from any of the ports of the Cape; but the exporter of any quantity of good Cape wine shall be entitled to enter, duty free, one gallon imperial measure of spirits of the strength of Skye's hydrometer, in respect of every ten gallons imperial measure of wine so exported.

For the accommodation of shipping, tank-boats are always in readiness with force-pumps and hose, carrying from twenty to forty tons of water.

A protective duty in favor of British produce and manufactures exists at the Cape ports; and the *ad valorem* of 12 per cent. on all goods to which no specific duty is assigned, is reduced to 5 per cent. in favor of Great Britain.

NEW SOUTH WALES.

Prior to 1836, official returns exhibit no evidence of any trade between the United States and New South Wales. In that year six American vessels entered the harbor of Sydney with freights valued at $69,510, and carrying home staples and other colonial produce to the amount of $92,970. From that period to 1850, but little advance was made either in the import or export trade with that colony; the highest return being that for 1841, which shows the following summary:

Vessels from the United States entered the ports of New South Wales, 13; tonnage 4,754.

Importing from United States, value	$176,410 00
Exporting to United States, value	24,185 00

Value of imports from United States to New South Wales in 1852	$148,450 00
" " " " " " " in 1853	1,093,975 00
Total value of exports from New South Wales to United States in 1852	25,405 00
" " " " " " " in 1853	15,140 00

The principal imports from the United States to New South Wales are: Apparel, bags and sacks, butter and cheese, candles, (tallow and sperm,) carts and wagons, coffee, preserves, drugs and medicines, salt fish, flour and bread, fruits, furniture, glass-ware, oats, rice, and barley, hardware and ironmongery, ice, leather manufactures, linens, provisions, spirits, (chiefly rum and whiskey,) stationery and books, sugar, tobacco, wooden-ware, watches and clocks, wine.

The principal exports to the United States from New South Wales are: Coals and coke, lard, &c. The leading staple of New South Wales is wool; but it cannot be imported into the United States advantageously, while it is admitted free into British ports. The total exports of wool from New South Wales during the four years ending with 1853, were 56,984,938 pounds, valued in the colony at $16,465,320.

Port regulations comprehend customs duties, pilotage, &c.; for which see Comparative Tariffs for British Possessions.

MAURITIUS.

THIS island embraces an area of 800 square miles, and contains a population of 175,000. The staple productions are sugar, coffee, rum, indigo. Principal imports from the United States are beef, pork, butter, cheese, candles, lard, and tobacco. The discriminating duties in favor of British produce and manufactures limit American exports to the articles above enumerated. *Ad valorem* duty 10 per cent., and specific duties various: On tobacco unmanufactured, 6 cents per pound; manufactured, 8 cents per pound; cigars and snuff, 24 cents per pound. All foreign nations enjoy equal commercial privileges.

The leading staple is sugar, of which the quantity returned for 1853–'54 was 190,000,000 pounds, of which 130,038,322 pounds were shipped to Great Britain.

The ports of the Mauritius are, Mahebourgh, Port Louis, and Sechelles Island.

The preceding summary comprehends all the principal possessions of Great Britain in North America, West Indies, East Indies, Africa, Australia, and the Mauritius.

FALKLAND ISLANDS.

THESE consist of 202 islands, situated in the southern Atlantic, two of which only are large, comprising together about 13,000 square miles, and containing a population of 6,000 souls. They are in the possession of Great Britain, but are equally claimed by the Argentine republic.

Except as commercial and military stations, they possess no importance.

There is no tonnage duty levied on vessels entering the ports of these islands; nor, indeed, any charges, except for storage, which is effected in bulk, and for which there is a charge of from $5 to $10 per day.

In a recent official communication addressed by the present governor of the Falkland islands, that functionary observes: "I beg to state that, as regards the precise limit to which Great Britain will limit the right of fishing, I have no instructions. I will, however, communicate with her Majesty's government on the subject by the first opportunity." As American captains cruising about these islands have, on one or two recent occasions, been subjected to considerable inconvenience and expense by the executive authority of the Falkland islands—so much so, indeed, as in one instance to render the interposition of a United States vessel of war necessary—it becomes a matter of some importance to American whaling interests to have the question settled as speedily as possible.

GIBRALTAR AND MALTA.

GIBRALTAR AND MALTA.

GIBRALTAR.

THE commercial relations between the United States and Gibraltar are regulated by enactments of the Imperial Parliament, and are burdened with but few restrictions, beyond the usual port charges, harbor and police regulations, quarantine laws, and a tariff of duties which comprehends not more than five or six articles of import. Of late years, the general navigation and commerce of Gibraltar have gradually decreased, owing mainly to the fact that the Mediterranean and Levant markets, which, heretofore, chiefly supplied their wants from Gibraltar importations of East and West Indian and United States produce, now import direct from the places of growth; thus diverting from that port the large importations which, in former years, constituted Gibraltar the great depot for all foreign produce destined not only for these markets, but also for the markets of Spain and Portugal.

Other causes have also contributed to bring about this general decline in the trade and commerce of Gibraltar. In former years, the commercial prosperity of this fortress depended largely on the success of smuggling into Spain and Portugal; a business which, for many years, gave brisk and highly remunerative employment to a great number of small vessels under 100 tons burden, and augmented the amount of foreign importations largely beyond the ordinary demands for home consumption or legitimate commerce.

This trade having become too hazardous, is now altogether abandoned, so that the commerce of Gibraltar may be said to be limited to the actual retail wants of the fortress, and the demands of an unimportant trade with the adjacent coast of Barbary.

The following table exhibits the tonnage and number of vessels from the United States, arriving at and clearing from Gibraltar during the years 1852, 1853, and 1854:

YEARS.	INWARDS.		OUTWARDS, DIRECT FOR THE UNITED STATES.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1852	30	7,321	67	19,767
1853	25	5,242	None.	None.
1854	55	12,189	1	197
Total	110	24,752	68	19,964

The value of the exports and imports from and to the United States and Gibraltar, during two years, will be seen from the following table:

Years.	Exports in all vessels.	Imports in all vessels.
1853	$236,014	$61,784
1854	527,772	59,673
Total	763,786	121,457

It will be perceived from the above tables that our exports in 1854 more than doubled those of the preceding year. This is accounted for by the increasing demand for articles of American produce and manufacture, to keep up the supplies for the coasting trade of Gibraltar, chiefly with the Barbary States and the eastern and western coasts of Spain and Portugal. The merchandise which constitutes the great bulk of our exports to Gibraltar is of the growth and produce of the United States, and, with the few exceptions already adverted to, is admitted free of duty. Yet, notwithstanding this exemption from all import duties, and the great increase of our exports in 1854 over those of 1853, the United States consul at Gibraltar, in a recent despatch, informs the Department of State that "Gibraltar does not offer any greater advantage to the merchants of the United States, in the sending out of produce, merchandise, or articles of any kind, than other markets in Europe; indeed, it has been, of late years, a very insignificant market, and offers very little encouragement for any extensive operations."

NAVIGATION AND COMMERCE OF GIBRALTAR IN 1854.

The number of sailing vessels entered and cleared at the port of Gibraltar in 1854, either for commercial operations or for supplies, was 3,917, with an aggregate tonnage of 698,713 tons.

In 1853 this general movement comprised 4,399 vessels, with an aggregate tonnage of 801,975 tons, showing a decrease for 1854 of 482 vessels and 103,262 tons.

Compared with 1853, the increase was chiefly with Spain, Morocco, Sardinia, the United States, and Tuscany; and the diminution with all other countries, but more notably with England, Russia, and Turkey. The increase in the movements between Gibraltar, Spain, and Portugal was owing to the fact, that many vessels being unable, by reason of the political difficulties, to prosecute their voyage to the Black sea, entered the ports of these two kingdoms freighted only with salt. Besides, the exportation of grain from the ports of Spain was larger than in former years. The increase with Morocco was attributed to the privilege then granted of exporting grain from that Regency. The decrease with England, Russia, and Turkey is explained by the interruption which the war occasioned to the general commerce of the Black sea.

Vessels of the United States, as well as those of all other nations, are exempt from tonnage duties or taxes in the port of Gibraltar. They are subject only to a small impost, called "light dues," of fifty cents each vessel, for support of the light-house erected on Europa point, and also to the following rates for anchorage dues: (*a*)

For every square-rigged vessel, with three masts	$10 00
For every brig-rigged vessel	8 00
For every schooner, sloop, &c., &c	5 00
For every small coasting-vessel	4 00

(*a*) Vessels of war of all nations are exempt from all port charges.

A particular description of the merchandise imported from the United States, with a corresponding table of duties, will be found annexed.

Rum, whiskey, spirits, &c., (*a*) in casks, whether in bottles or otherwise, if the full contents of the cask shall exceed 10 gallons:

	Cents.
For every botassa	50
For every pipe, or butt, or puncheon	43
For every hogshead	21½
For every tierce	14
For every quarter-cask	10½
For every cask less than a quarter-cask, being liable to the wharfage toll	5½

Tobacco, in hogsheads or kegs, as commonly imported from the United States of America, or in rolls, as imported from Brazil, viz:

For every hogshead	43
For every keg or roll not exceeding 1¼ cwt	3½
For every roll or keg more than 1¼ cwt., but not exceeding 2 cwt	5½
For every roll or keg more than 1¼ cwt., but not exceeding 5 cwt	13½

Kegs exceeding 2 cwt., and rolls exceeding 5 cwt., to pay wharfage each as half a hogshead; and in case of dispute, the tobacco is to be weighed at the expense of the merchant.

MALTA.

THE commercial intercourse of the United States with Malta is dependent, as is that of all other nations, on the regulations and legislative enactments of the mother country. The trade of the United States with this island is not, however, very important, though an examination of the following tables will show a perceptible increase in the amount of our tonnage, and but little variation in the value of our exports during the years which they embrace.

YEARS.	INWARDS FROM MALTA.		OUTWARDS TO MALTA.	
	Vessels.	Tonnage.	Vessels.	Tonnage.
1853	4	830	12	2,721
1854	2	581	12	3,197
Total	6	1,411	24	5,918

The value of exports and imports from and to the United States and Malta during the past two years will be seen from the following table:

Years.	Exports in all vessels.	Imports in all vessels.
1853	$187,556	$80,053
1854	169,773	83,695
Total	357,329	163,748

(*a*) No spirits or cordials, except rum and spirits the product of Great Britain or of the British colonies, can be admitted for consumption, if they exceed 9 per cent. over proof.

The following are the legal rates for pilotage charged on all vessels entering the harbor of Malta:

For vessels of	100 tons burden		$2 00
" "	101 to 150 tons burden		3 04
" "	151 to 250 "		4 00
" "	251 to 350 "		5 04
" "	351 and upwards tons burden		6 00

Tonnage dues, including all port charges.

	Cents.
Vessels discharging merchandise in the island of Malta, on clearing outwards, pay for every ton, or any part thereof	12

There is a public hospital in Malta, to which British sailors are admitted free of charge. American and other foreign sailors are also admitted at a charge of 20 cents per diem, the payment of which must be guarantied by their respective consuls, or by the consignees of the vessels to which they belong.

RUSSIA.

RUSSIA.

This extensive empire comprises the whole northern portion of the eastern hemisphere, from the frontiers of Posen and the Gulf of Bothnia on the west, to the Pacific ocean and Behring's Straits on the east. It includes the greater part of the ancient kingdom of Poland, Finland, and the isles of Aland, &c., which formerly belonged to Sweden; the ancient kingdoms of Astrakan and Kazan, conquered from the Tartars; the Crimea, Little Tartary, Bessarabia, and a portion of Moldavia, taken from Turkey.

The following is believed to be a correct estimate of the extent and population of this vast empire:

AREA AND POPULATION.

Natural divisions.	Area in English square miles.	Population in 1852.
Great Russia	328,781	20,403,371
Little Russia	150,141	11,775,865
New Russia	96,636	3,259,612
White Russia	70,399	2,937,436
Western provinces	47,076	2,870,667
Baltic provinces	36,616	1,761,907
Northern provinces	536,226	1,420,629
Ural provinces	447,788	10,770,181
Cossack districts	123,776	1,156,736
Poland	49,230	5,156,543
Finland	135,809	1,499,199
Total in Europe	2,022,478	63,012,146
Caucasian provinces	86,578	2,850,000
West Siberia	2,681,147	3,500,000
East Siberia	2,122,000	237,000
American possessions	371,350	61,000
Total extra European	5,261,075	6,648,000
Grand total	7,283,553	69,660,146

The rivers of Russia are usually divided into five groups or systems, corresponding to the seas in which they have their *embouchures*, viz: the Arctic ocean, the Baltic sea, the Black sea, the Caspian sea, and the Pacific ocean. The first division comprises the Dwina, Mezen, and Petchora,

in Europe; the Obi, Jenisei, and Lena, with numerous other smaller rivers, in Asia: the three last have a course of from 2,000 to 2,500 miles.

The rivers which fall into the Baltic, though possessing much more commercial importance to Russia, are of inferior magnitude. The principal are—the Neva, which has St. Petersburg at its mouth, the Düna, and the Niemen. The rivers which fall into the Black sea are of equal importance with those just named, and exceed them in length of course and volume of water. The principal among these are the Dniester, Dnieper, Bug, Don, and Kuban. The Volga, in the basin of the Caspian sea, is the largest and most important of the rivers of Russia. This extensive river has its sources in the government of Twer, about 180 miles S. by E. from St. Petersburg. Its course is about 1,000 leagues, whilst that of the Danube is only about 450. It is of vast importance to the internal commerce of Russia. Its affluents, which are connected by several canals with the Neva, establish a communication between the Caspian and the Baltic, White, and Black seas. Two other rivers—the Ural and the Emba—have their *embouchures* in the Caspian sea.

The products of Russia vary with the difference of soil and climate. Cereals of every kind are raised in great abundance; but rye, being the common food of the peasantry, is produced in much greater quantities than any other sort of grain. The most productive provinces are Orel, Kasan, Nijni Novgorod, Penza, Tambov, and Kursk. The total annual production of grains in European Russia (including Poland) may be estimated in ordinary years at 1,495,000,000 bushels, at a value of about $720,416,665. Flax and hemp are also extensively cultivated, and constitute a leading export of Russia. Tobacco is cultivated in the southern provinces, and of late years much attention has been given to the cultivation of beet-root.

In 1848, the quantity of sugar manufactured from this article was estimated at 32,240,000 lbs. Tallow and wool are also important articles in the export trade of Russia; of the latter, the exports amount annually to about 18,000,000 lbs. The climate of Russia is not, however, well adapted to the production of fine wool; and although much attention has been given to the improvement of the breed of sheep, Russia cannot enter into competition with Australia in supplying foreign markets with this article. (*a*)

The manufactures of Russia are not generally in a very advanced condition. In some departments of manufacturing industry, however, Russia excels all other countries. Every attempt to imitate her leather, especially such as is used for book-binding purposes, has proved a failure; and Russia still continues to enjoy, as she doubtless ever will, an undisputed monopoly in supplying foreign markets with this valuable production. Her glass manufactures are also highly esteemed. Single plates have been manufactured at the St. Petersburg glass-works which have readily sold for $3,000. Her other manufactures are sail-cloth, cordage and canvass, tick, felt, mats, potashes, soap, candles, caviar, isinglass, spirits, and some minor articles for domestic consumption.

The cotton manufactures of Russia have made rapid progress during the past twenty years; and, instead of the vast quantities of cotton yarns formerly imported, she now imports largely of the raw material. In 1832, the quantity of raw cotton imported was 116,000 poods (4,176,000 lbs.); in 1852, it ascended to 1,748,000 poods (62,928,000 lbs.), of which she received from the United States 10,475,168 lbs.

The total manufactures of Russia employ 6,064,700 persons, of which number 4,500,000 are engaged in the manufacture of flax and hemp. The total annual value of Russian manufactures is estimated at 486,000,000 silver roubles ($364,500,000). Moscow is the grand centre of this branch of industrial pursuits, and is inhabited almost exclusively by manufacturers and artisans.

(*a*) The quantity of wool furnished by the Cape of Good Hope colony, from 1840 to 1852, inclusive, was 48,859,748 lbs.

Furnished by Australia in same period	256,008,415 "
By Cape colony, in 1852	7,772,505 "
By Australia in 1852	32,500,000 "

Number of sheep in Cape colony	4,496,000
Number of goats in Cape colony	1,093,000
Number of sheep in Russia in Europe	35,666,598
Number of goats in Russia in Europe	1,188,173

The following table, translated from Russian official returns, will exhibit the number and character of manufactories in Russia, the number of workmen employed, and the quantity and value of their productions, in the year 1852. It is proper to remark, that the table gives only the principal manufactures which enter into the export trade of Russia. Those consumed in the country, and numerous minor manufactures, are omitted.

RUSSIAN MANUFACTURES, &c.

Denomination of manufactures.	Number of factories.	Quantities manufactured.	Value of manufactures in silver roubles.(a)	Number of workmen.
Manufactures of woolens, (cloths.)	414	13,446,236 archines(b) and 180,057 pieces of woolen cloths: 12,854 poods(c) of woolen yarn.	19,129,833	86,443
Manufactures of woolens, (tissues.)	130	861,769 pieces, and 1,691,014 archines of woolen tissues: 8,800 poods of yarn.	5,231,457	13,806
Manufactures of cotton yarns, thread, &c.	55	1,136,326 poods of cotton thread, 88,150 pieces and 85,500 archines of tissues.	15,647,838	30,976
Manufactures of cottonades.	440	3,770,030 pieces, 8,764,881 archines, 118,317 dozen tissues, and 5,230 poods of thread.	14,208,540	81,451
Dying factories	349	6,785,988 archines, 4,411,007 pieces, 23,496 dozen, 166,936 poods.	15,425,334	25,867
Factories for weaving	112	275,196 pieces, 170,044 archines, 1,086 doz. tissues, 1,800 poods of thread.	2,239,099	12,450
Manufactures of silks & brocades.	532	5,302,567 archines, 1,270,191 pieces, 3,691 dozen of tissues, 888 poods of silk thread	5,672,252	15,982
Manufactures of cables	142	757,344 poods	1,940,042	3,403
Manufactures of paper	177	1,888,365 reams, 50,484 poods, 716,134 sheets, 40,000 packages of pasteboard.	3,928,976	14,942
Manufactures of tobacco	345	182,732 poods of tobacco, 205,095,256 pieces, 451,955 boxes and packages of cigars and cigarettas.	4,687,005	4,861
Foundries and forges	115	5,258,405 poods and 64,274 pieces of cast-iron, 929,927 poods of iron, and 38,731 poods of steel.	3,696,099	27,879
Manufactures of hardware.	289	2,533,058 poods, 223,610 pieces, and 5,370 archines of iron wire.	2,254,262	13,542
Manufactures of copper	149	133,023 poods, and 1,261,192 pieces	1,366,915	4,255
Manufactures of chemicals.	102		2,320,452	2,612
Manufactures of soap	262	514,142 poods	1,229,122	964
Manufactures of sugar	364	2,418,238 poods of sugar, and 148,830 poods of sirup.	19,315,603	45,711
Manufactures of glass & crystals.	189	47,524,396 pieces of glass dishes, plates, &c., 88,018 covers, and 150,980 plates or sheets of glass.	3,287,868	11,650
Tallow factories	534	2,141,868 poods	5,296,659	4,511
Candle factories	493	1,174,852 poods	4,498,484	2,003
Wax-candle factories	15	284,693 poods	1,597,578	1,264
Tanneries	2,032	4,286,321 pieces	9,134,749	14,565
Other manufactures	3,148		19,043,551	51,774
Total	10,388		161,151,708	470,911
Total in 1851	10,126		159,380,506	465,016

(a) The silver rouble is equal to 75 cents. (b) The archine is equivalent to 28 inches. (c) The pood is equal to 36 pounds.

The large manufacturing establishments are located in the government of Moscow. The 1,244 factories of this government give employment to 114,623 workmen, the annual value of whose productions amounts to 33,146,606 dollars. In the government of St. Petersburg there are 477 factories, employing 24,531 workmen ; annual value of productions 24,723,555 dollars.

Before the commencement of the present European war, the foreign commerce of this vast empire was very extensive. In 1852 the imports reached the sum of 114,773,829 silver roubles, and the exports amounted to 100,864,052 s. r. This trade gave employment to 17,162 vessels, measuring an aggregate of 1,559,200 lasts.(*a*) Previous to the war, the exports of Russia, from the ports of the Black sea alone, amounted to 80,000,000 bushels of grain annually.

There is no official or reliable information at hand, which would indicate the diminution which Russian trade has experienced from the blockading measures of the allied powers. It is certain that not half the usual quantity of hemp, flax, and tallow can pass from the territories of Russia. There is at all times a considerable overland trade across Prussia, but the heavy expenses attending the transportation of merchandise over this route must necessarily confine its consumption to the wealthier classes. The value of coffee, salt, sugar, &c., has been augmented to the most exorbitant figure; and these enhanced prices, with the expenses of land transportation superadded, must, in the event of prolonged hostilities, (*b*) drive these articles out of general use altogether.

These are, however, but the unavoidable effects of war; and as the philanthropist must hope that peace shall soon return, and the channels of commerce be again re-opened, so the commercial statistician must regard these interruptions to the peaceful trade of the world as but temporary and unfixed, and treat only of the permanent commercial regulations and relations, with foreign nations, of such countries as may come within the scope of his official duties.

The commercial relations of the United States with Russia are regulated by the treaty of October 6, [18,] 1832. Its stipulations provide for entire reciprocity and perfect commercial equality between the two countries. It has been observed in good faith by both governments, and its provisions and spirit faithfully adhered to.

The principal articles of export from Russia are tallow, grain, hemp, and flax ; timber; pot-ashes; leather; fox, hare, and squirrel skins ; canvass and coarse linen; cordage, caviar, wax, isinglass, furs, tar, &c.

The principal imports are sugar, cotton, cotton stuffs and yarns; machinery for mills, factories, &c.; hardwares and iron; coffee, indigo and other dye-stuffs ; woolens, oils, spices, wine, tea, lead, tin, coal, and salt; linens, silks, &c.

The principal ports for foreign commerce are St. Petersburg and Riga on the Baltic ; Archangel, on the White sea; Kertch and Taganrog, on the sea of Azov ; and Astrakan and Baku, on the Caspian. The interior commerce of the empire has its principal entrepot at Moscow ; and Kiachta is the centre of the trade with China. This trade with China is strictly one of barter. The interchange takes place at the town named above, lying on the Salenga, and at some distance from the great lake Baikal.

The Russian merchandise and wares are here deposited in warehouses, which are visited by the Chinese merchants, with whom the interchange is effected.

None (says McCulloch, in a work published in 1854) but native Russians are allowed to engage in the internal trade of the country; and hence, a foreigner who imports goods into Russia must sell them to Russians only, and at the port where they arrive. The merchants engaged in the foreign trade are mostly foreigners, of whom the English are the principal. Every Russian carrying on trade must be a burgher, and have his name registered in the Burghers' Book. These burghers are divided into three guilds. Foreign merchants or guests are permitted to enrol their names in the city register, on the payment of from $900 to $950 per annum. The

(*a*) The last is about two tons.

(*b*) While this report is in press, the result of the conferences at Paris has been officially proclaimed.

"Journal of the Manufactures of the Empire, 1846," published in Russia, gives the following information relative to these guilds:

Number of merchants of the 1st guild...	860	Burghers possessing licenses, 1st class...	5
" " " 2d " ...	2,283	" " " 2d " ...	36
" " " 3d " ...37,051		" " " 3d " ...2,881	
" of foreign merchants	34	" " " 4th " ...4,225	
Total.....40,228		Total 7,147	

General total of those engaged in trade.....47,375.

Declared capital of those engaged in commerce, 1st guild	$9,675,000
" " " " 2d "	10,273,500
" " " " 3d "	66,691,800
" of foreign merchants.....	382,500
Total capital invested in trade..	87,022,800

The tariff regulations of Russia have, during the past few years, undergone several modifications. Under the tariff of 1841, the duties on most kinds of manufactures were equivalent to a prohibition. This tariff was entirely remodelled in 1850; and in June, 1854, various other alterations and changes were made, reducing still lower the duties prescribed by the tariff of 1850. These alterations and reductions are given down to the 23d June, 1854, the date of the last change in the Russian tariff; for which see Tariffs of Northern Europe, "Russia," Part II.

Prior to the year 1850, there was a separate tariff for Poland; but the imperial ukase, promulgating the tariff of 1850, observes, in reference to this kingdom: "In our constant solicitude for the promotion of commerce and industry, we have judged it expedient, with a view to facilitate the interior, as well as the exterior, relations between our faithful subjects of the empire of Russia and the kingdom of Poland, to establish a uniform tariff of customs applicable to the empire and kingdom alike, and to suppress the customs-line which has heretofore separated them." The only other separate tariff now in force in Russia, is that which applies to the ports of the Black sea.

For the purpose of comparison with subsequent tables, giving the commercial movements of Russia for later periods, the following table is annexed, exhibiting the total commerce of the empire with foreign countries, by land and sea, from 1832 to 1842, both inclusive:

Years.	Imports.	Exports.	Total.	Years.	Imports.	Exports.	Total.
	Francs. (a)	*Francs.*	*Francs.*		*Francs.*	*Francs.*	*Francs.*
1832..	190,387,000	255,694,000	446,081,000	1838..	273,200,000	336,018,000	609,218,000
1833..	211,984,000	265,153,000	477,137,000	1839..	274,375,000	371,843,000	646,218,000
1834..	240,044,000	243,401,000	483,445,000	1840..	300,766,000	324,307,000	625,073,000
1835..	245,542,000	239,720,000	485,260,000	1841..	317,718,000	345,529,000	663,247,000
1836..	261,879,000	304,003,000	565,882,000	1842..	338,000,000	331,000,000	669,000,000
1837..	277,062,000	280,855,000	557,917,000				

If to the total for 1841 we add for specie imported, and the commerce of Poland and Finland, neither of which is included in the above table—about 100,000,000 francs in all—we shall have, for that year, a general total of nearly 760,000,000 of francs, or $141,360,000. A comparison of the Russian official reports from 1832–'33 (annual average) to 1842, as above condensed, shows that the general commerce of Russia has increased, viz: imports 46 per cent., and exports 22 per cent.

(a) 18.6 cents each.

Revenue from customs and other sources amounted, in 1839, to..... 105,000,000 francs.
" " " " " 1840, to..... 109,420,000 "
" " " " " 1841, to..... 109,550,000 "

The amounts derived from the different branches of customs in 1841, were—

Duties from custom-house	106,172,000	francs.
" entrepots	694,000	"
Excise on salt in the Crimea	500,000	"
Other duties	2,184,000	"
Total	109,550,000	"

An analysis of the foregoing figures will show that the duties amount to about 33⅓ per cent. on the total value of imports.

The following table exhibits the total value of products exported from Russia in European commerce from 1841 to 1850, and the share assigned to each country: .

Years.	Annual value.	Proportion to each country.	Years.	Annual value.	Proportion to each country.
	Silver roubles.			*Silver roubles.*	
1841..	74,817,000	To England ..... 49 per cent.	1846..	88,393,000	To England ..... 49 per cent.
1842..	72,262,000	France..... 8 do.	1847..	34,112,000	France..... 9 do.
1843..	71,209,000	Prussia ..... 6 do.	1848..	75,938,000	Prussia ..... 6 do.
1844..	80,515,000	Turkey ..... 6 do.	1849..	83,134,000	Turkey ..... 6 do.
1845..	78,802,000	Holland..... 5 do.	1850..	83,381,000	Holland..... 5 do.
		Italy ..... 5 do.			United States. 2 do.
		Other countries .. 21 do.			Other countries .. 23 do.

The following table exhibits, in detail, the principal foreign merchandise entering into the import trade of Russia, and also the value or quantities imported, in the years 1849, 1850, and 1851:

Description of merchandise.	1849.	1850.	1851.
Coffee.....poods.....	231,147	185,186	228,803
Raw sugar..... do.	2,038,258	1,979,231	1,829,877
Olive oil ..... do.	656,809	548,009	576,180
Wines and other liquors, value in roubles	7,815,599	8,090,926	7,008,635
Fruits..... do.	3,462,541	3,612,193	3,045,118
Cotton, raw .....poods.....	1,554,919	1,200,738	1,312,356
Cotton, white spun ..... do.	279,103	168,803	138,065
Dye-stuffs .....roubles	5,421,509	5,453,177	5,806,944
Silk .....poods.....	16,894	15,513	11,631
Wool ..... do.	56,344	67,290	67,443
Tissues, or woven goods—			
Of cotton.....roubles	4,448,349	3,299,515	4,486,221
Of silk..... do.	4,448,057	4,258,187	4,466,211
Of flax..... do.	579,041	537,996	962,048
Of wool..... do.	2,201,688	1,958,705	1,728,894
Machinery, &c. ..... do.	2,567,279	2,674,805	2,889,116

The augmentation which the official returns of Russia exhibit in cottons, dye-stuffs, wool, machinery, and tools, evinces the progressive condition of Russian manufactures. It has already been shown that in 1832 the quantity of raw cotton imported into Russia was only 116,000 poods; in 1851 it reached 1,312,356 poods; and in 1852 it ascended to 1,748,000 poods of 36 pounds each. In 1845 the importation of cotton yarns (chiefly from England) reached 606,045 poods; in 1851 this amount fell to 138,065 poods, making a difference of 467,980 poods, or 16,847,280 pounds. The activity and progress of the cotton manufactures of Russia explain this great falling off in the quantity of cotton yarns imported, as the annual diminution of the latter will be found to be proportionate to the annual augmentation in the quantity of the former.

An analysis of the returns of trade between Russia and the United States will also show an increase in the quantities of raw cotton imported by the former, corresponding with the diminished importation of cotton yarns; our raw cotton supplying to a great extent the different factories in Russia. The following table, compiled from United States official authorities, exhibits the quantities and value of this staple exported to Russia direct from the United States in the years following:

Years.	Cotton exported to Russia from United States.	Value.	Years.	Cotton exported to Russia from United States.	Value.
1844	2,767,766 lbs.	$241,454	1853	21,286,563 lbs.	$2,254,345
1850	4,338,705 "	540,222	1854 (*a*)	2,914,954 "	301,293
1851	10,098,448 "	1,297,164	1855	448,897 "	48,647
1852	10,475,168 "	962,346			

The diminished quantity exported to Russia in 1854 shows the effect of the war on the direct trade between the two countries. This, however, can be more fully shown by the following comparative table, exhibiting the general trade between the two countries in 1853, 1854, and 1855.

Total value of domestic produce exported from the United States to Russia—

In 1853	$2,313,175
In 1854	335,521
In 1855	48,940

Cotton absorbed $48,647 of this last sum. Besides the domestic produce exported to Russia in 1855, there was also exported foreign produce to the amount of $20,414.

In 1854, exports to Russia from the United States consisted, principally, of two articles: Rice, $21,723 in value; and cotton, $301,293.

In 1853, we sent—

Spermaceti oil	$7,160	Rice	$5,564
Lumber	1,485	Cotton	2,254,345
Dye-stuffs	6,648	Tobacco, leaf	14,109
Hams and bacon	441	Tobacco manufactured	1,164
Ship-bread	3,268	Sundries	18,991
Total			2,313,175

On the next page is given the export trade of Russia for the years 1850 and 1851. The table includes only the principal articles exported, which are usually denominated Russian staples.

(*a*) The war was formally declared March 31, 1854.

Exports of principal staples from Russia in 1850 *and* 1851.

Articles.	1850.	1851.
Corn ---- silver roubles ----	19,207,188	19,393,281
Red hides ---- do. ----	1,052,829	1,288,121
Raw hides ---- do. ----	1,055,526	833,693
Flax ---- poods ----	4,307,618	3,018,780
Hemp ---- do. ----	2,723,933	3,042,422
Timber ---- roubles ----	2,797,576	3,519,263
Copper ---- poods ----	114,976	110,905
Iron ---- do. ----	757,956	793,054
Potash ---- do. ----	477,898	507,330
Tallow ---- do. ----	3,313,873	2,998,438
Hemp and linseed ---- tchetwerts (*a*) ----	1,065,173	963,784
Wool ---- poods ----	617,062	479,074
Bristles ---- do. ----	83,358	74,075

The exports from Poland are not included in the above table.

The foreign trade of Russia, though interrupted in its usual course, in 1854, by the war, still exhibits considerable importance, as is shown by the following summary of official returns:

Total exports.		*Total imports.*	
To Europe, from Russia proper	$33,056,623	From Europe into Russia proper...	$33,679,902
" from Poland	7,084,604	" into Poland.....	7,138,995
To Asia.	7,431,014	From Asia.....	11,701,371
To Finland	1,431,021	From Finland.....	248,691
Total	49,003,262	Total	52,768,959

Export of coin (gold and silver) in 1854. (*b*)		*Import of coin (gold and silver) from abroad.*	
To Europe, from Russia proper	$6,448,434	From Europe, into Russia	$4,441,091
" from Poland.....	641,413	" into Poland.....	212,070
To Asia	2,288,525	From Asia.....	72,853
Total.....	9,378,372	Total.....	4,726,014

Trade with Finland.—The exports of merchandise to Finland amounted to $1,431,022; the imports from thence amounted to $248,691.

The trade beyond the Caucasus, in 1854, was confined to Persia. The total imports amounted to $2,645,955; exports, $378,297: total trans-Caucasian trade, $3,024,252.

The value of goods imported at the port of Astrakan was $784,742; of which raw cotton amounted to 138,183 silver roubles, or $103,638.

The total trade on the frontiers of Orenburg and Siberia, in 1854, amounted to: Imports, $3,890,571; exports, $2,415,270: total, $6,305,841.

Trade of Kiachta. (*c*)—Total amount of goods taken by the Chinese, $4,380,104; being

(*a*) Tchetwert—nearly six bushels.

(*b*) A supreme ukase of February 27, 1854, prohibited the exportation of gold coin. Silver coin has been exported only by ship-masters, carriers, and passengers, in the quantities allowed by law.

(*c*) This trade is exclusively a trade of barter with the Chinese.

woollens, $1,875,375; cottons, $1,145,620; linen goods, $119,991; jewelry, (gold and silver,) $745,966; furs, $185,997; dressed skins, and red leather, $72,830; miscellaneous, $234,325.

The custom-house receipts at Kiachta were $2,146,778.

Total tonnage at the different ports in 1854: entered, 226,774 lasts; cleared, 268,477.

The amounts of duties in 1854 were as follows:

On imports and exports, and tonnage duties	$13,831,521
Duties for benefit of various cities	292,628
Excise on Crimean salt	260,476
For bridge on the Neva	105,823
Warehouse and storage duties	146,648
For the Odessa lyceum	17,369
Total	14,654,465

In the kingdom of Poland the custom-house receipts amounted to $993,978.

The Asiastic commerce of Russia centres at three principal points. Kiachta, at which place the operations with China are conducted, is the most important of these. Considerable trade is also prosecuted with the Tartars in Central Asia. Astrakan, on the Caspian sea, is the entrepot for this trade. The land route is from Astrakan, through a barren and desert country, to Khiva. Steam-vessels are now established between Novgorod, Astrakan, the Caucasian provinces, and Persia.

In 1854, a steam navigation company was organized at Astrakan for the purpose of opening a regular steam communication between the ports of the Caspian sea. Up to 1852, there were but a few small government steamers employed on the waters of the Caspian. The steamers of this new company will offer abundant facilities for commercial movements. Not being obliged to winter at Astrakan, they can be kept afloat the entire year, and thus maintain regular communications, not only with the trans-Caucasian ports of Russia and the eastern ports of the Caspian, but also with the Persian coast.

In 1848, the entire commerce of Russia with Asia is thus summed up in official returns:

Exports to	9,144,500	silver roubles.
Imports from	13,471,750	"
Total	22,616,250	"

If to the above we add the European commerce of Russia, we shall have, for that year, nearly 710,000,000 francs, or $132,060,000.

The general navigation of Russia, for a series of years, is found in official returns, as follows:

	VESSELS ENTERED.				VESSELS CLEARED.			
Ports of—	1845.	1846.	1847.	1848.	1845.	1846.	1847.	1848.
Baltic sea	2,987	3,766	6,231	3,092	2,990	3,790	6,241	3,023
White sea	573	801	824	330	588	807	822	327
Black and Azov seas	2,245	2,442	4,201	2,818	2,222	2,432	4,231	2,685
Caspian sea	121	116	110	161	140	184	130	162
Total	5,926	7,125	11,366	6,401	5,940	7,213	11,424	6,197
Laden	3,037	2,930	3,063	3,010	5,812	7,028	10,968	5,486
In ballast	2,889	4,195	8,303	3,391	128	185	456	711

ENTERED AND CLEARED.

	1845.	1846.	1847.	1848.		1845.	1846.	1847.	1848.
Vessels entered	5,926	7,125	11,366	6,401	Tonnage entered	567,702	654,236	968,034	661,540
Vessels cleared	5,940	7,213	11,424	6,197	Tonnage cleared	572,911	672,864	999,284	588,997
Total ------	11,866	14,338	22,790	12,598	Total-------	1,140,613	1,327,100	1,967,318	1,250,537

The preceding figures demonstrate the increasing activity of Russian maritime commerce. It is proper to observe, however, that the years 1846 and 1847 are exceptional, as the commerce of these years was stimulated by circumstances which were, happily, of a transient character; and they cannot, therefore, form a basis for legitimate comparison. The movements in grain alone, in 1847, augmented Russian exports upwards of 640,000 tons, equivalent to an increase of 50 per cent.

CRONSTADT.

This is the port through which the foreign commerce of St. Petersburg is principally conducted. Its navigation in 1848 and 1849 is thus shown:

In 1848, vessels entered	1,515	In 1848, vessels cleared.....	1,470
In 1849 " "	1,570	In 1849 " "	1,550
Increase in 1849.....	55	Increase in 1849	80

In these figures Great Britain held the first rank. The number of British vessels entered and cleared was 920, measuring an aggregate of 209,318 tons. Under the French flag there entered and cleared 58 vessels, of 8,598 tons. The total value of French cargoes imported in 1849 reached about $5,000,000, against $1,000,000 of exports direct to France.

Official returns for 1853 exhibit a total of 1,898 vessels, under all flags, having entered during that year; and the following table gives the nationality and number of these arrivals from each nation:

Countries.	Number of vessels.	Countries.	Number of vessels.	Countries.	Number of vessels.
England ------	684	Lubec ------	89	France ------	41
Holland------	234	Russia ------	88	Naples ------	22
Denmark------	199	Mecklenburg ------	52	Bremen ------	8
Sweden ------	136	Hanover ------	45	Hamburg ------	3
Prussia ------	116	Oldenburgh ------	42	Greece ------	1
Norway ------	97	United States ------	41		

RIGA.

The trade of this port is very extensive, and second only to that of Cronstadt. The city stands upon the eastern bank of the Düna about ten miles from its mouth. Like most of the rivers falling into the Baltic, the Düna has a bar, varying, according to seasons, from twelve to fifteen feet water. Large vessels usually discharge and take in their cargoes either at the roads or in the Balder-aa harbor, near the mouth of the river, by means of well-covered lighters. The exports of Riga consist of corn, hemp, flax, wool, linseed, masts, &c. The linseed, flax, hemp, and wool of this port have always been held in higher repute than those exported from any other port in Russia.

The grain shipped from Riga is the produce of White Russia, the Ukraine, Poland, Courland, Livonia, Esthonia, Smolensk, Minsk, Lithuania, &c.

The navigation of Riga may be seen from the following returns for a series of years:

Vessels entered.

In 1800	867	In 1849	1,524
1810	400	1850	1,364
1819	1,300	1853	1,977

Value of imports into the port of Riga in 1840 ..... 19,333,000 francs.
Value of exports " " " ..... 61,426,000 "

This port, like Odessa, derives its principal wealth from its export trade. In 1850 the total value of exports reached 61,426,000 francs. The imports during the same year were only 19,335,000 francs.

The following table exhibits the commercial movements of Riga, and the share assigned to each country, in the year 1850:

Countries.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
England	4,984,000	35,339,000	40,323,000
France	2,757,000	6,963,000	9,720,000
Holland	756,000	6,187,000	6,943,000
Hanse Towns	4,442,000	1,955,000	6,397,000
Belgium	24,000	5,698,000	5,722,000
Sweden and Norway	1,219,000	1,825,000	3,044,000
United States	2,904,000	----------	2,904,000
Portugal	1,373,000	864,000	2,237,000
Denmark	215,000	1,431,000	1,646,000
Spain	193,000	539,000	732,000
Other countries	468,000	625,000	1,093,000
Total trade in 1850	----------	----------	80,761,000

From the preceding table, it will be seen that, of the whole trade of Riga, England has 50 per cent.; France upwards of 11 per cent.; Holland, and the three Hanse Towns, each, 7½ per cent.

The principal imports in 1850 were—

	Francs.
Sugar	3,815,000
Salt	2,495,000
Wines and spirits	2,386,000
Tobacco	1,729,000
Herring	1,256,000
Raw and spun cotton	1,856,000

The principal exports were—

	Francs.
Flax, (of which England took two-thirds)	28,439,000
Hemp, (to England more than one-half)	7,879,000
Timber, (chiefly to England and Holland)	5,160,000
Grains, " " "	5,147,000
Flax-seed, for seed, (one-half to England)	3,791,000

Total amount of exports from England to this port in 1850, 4,984,000 francs, or $927,000.

Total amount of exports from Riga to England, $6,573,054.

The merchandise imported into England from Russia is such, chiefly, as Russia only can supply—at least in such quantities as to meet the extensive demands of the manufactures of Great Britain. It consists, principally, of articles of first necessity in manufactures; such as hemp, and flax-seed for oil and culture. The merchandise supplied to Russia (at the port of Riga) from England is such as can be procured, and is now imported across Prussia, Austria, &c., from other countries. (*a*) It consists chiefly of sugar, coffee, salt, wines, spirituous liquors, tobacco, and cotton tissues. In reference to the latter article, such is the extraordinary activity of Russian manufacturing industry, supported as it is by a high tariff on manufactured articles, that, had not the war intervened, she would, probably, be now independent of other nations as respects cotton yarns. England being the principal market from which Russia has hitherto drawn her cotton yarns and thread, it is not to be supposed that when tranquillity shall be restored, and the arts of industry and commerce be again resumed, her efforts will relax in the commendable enterprise of supplying her own looms with the requisite material. Her import trade with the United States, of late years, exhibits her as an active competitor for a proportionate share of our principal staple; and it has been already shown, by official figures, that her importation of cotton tissues decreases in a ratio exactly proportionate to the augmentation in her supplies of the raw material.

The total tonnage which entered and cleared at the port of Riga in 1850, as already shown, was 397,395 tons. Of this total, 180,904 tons were under the English flag, or within a figure of 50 per cent. on the whole; while the Russian flag covered only 61,394 tons, or 15 per cent. on the whole. The value of flax-seed for culture, exported from this port from 1840 to 1850, was $7,000,000; of which England received, in the aggregate, one-third. The remaining two-thirds were sent to Belgium, Prussia, Hanse Towns, Sweden and Norway, France, and the United States. The navigation movements at this port for 1853 were as follows:

PORT OF RIGA—NAVIGATION IN 1853.

Nationality.	No. of vessels entered.	No. of vessels cleared.	Nationality.	No. of vessels entered.	No. of vessels cleared.
English	370	370	Swedish	291	291
Russian	206	206	Prussian	169	169
Belgian	10	10	Mecklenburg	186	186
Hanoverian	170	170	Oldenburg	37	37
Dutch	244	244	Portuguese	6	6
French	55	55	Hamburgian	7	7
Spanish	1	1	American	2	2
Danish	181	181			

The official paper from which the preceding table is extracted, furnishes also interesting facts relative to the hemp trade of this port. The following extract is translated from this document:

"Hemp is usually sold by the producers in the interior to merchants who visit their estates for the purpose of speculation. They make their contracts generally between April and October. The time of delivery is stipulated for, and from 5 to 10 per cent. on the purchase-money is paid down in cash. * * * * The annual average quantity of hemp thus brought to the market of Riga amounts to about seven millions of francs. At Riga there are surveyors' offices established, where the hemp brought for sale is subjected to the strictest examination, and is ranked,

(*a*) During the war the Russian government reduced the duties on merchandise imported in this way, so as to indemnify the purchaser to the amount of all extra charges incurred by this mode of transportation. [London Economist, May 6, 1854.]

according to quality, Nos. 1, 2, or 3. Should the producers be dissatisfied with the action of the surveyors at Riga, they have the right of appeal to St. Petersburg."

COMMERCE WITH THE TRANS-CAUCASIAN PROVINCES AND ON THE CASPIAN SEA.

The trade with the trans-Caucasian countries consists in the importation of Asiatic produce, for which European and colonial merchandise is sent in return. Silk is the principal article of import from this region, and is chiefly destined for European markets. The transit through Persia, of merchandise destined for the trans-Caucasian countries, is becoming more active each succeeding year. The establishment of regular steam-packets on the Black sea, as well as the steamboats belonging to the Volga Steamboat Company, have contributed to make Astrakan a place of considerable importance to Russian commerce. The yearly increasing commerce of this port attests the importance of these lines of communication. In 1850, there was received from trans-Caucasian countries, merchandise valued at 954,625 silver roubles, showing an increase over the imports of the preceding year of 290,432 roubles. This augmentation is to be attributed to the increased demand for the silk of these countries. In 1850, this article alone covered 332,115 roubles, whilst the quantity in market in 1849 reached only 69,840 roubles. The imports into Astrakan in 1850 amounted to 453,039 roubles, against 139,094 roubles in 1849.

From Russian official statistics for 1853, the following extracts are translated:

"The position of Astrakan on the Volga, the convenience of its port, and its proximity to the Caspian sea, are the chief foundations of its commercial importance. The advantage of water transportation of merchandise over land conveyance, draws to this market the larger bulk of all the trade of the neighboring territory. The imports and exports of Astrakan are thus given for 1853:

Imports.....	788,389 silver roubles.
Exports.....	1,190,148 "
Total.....	1,978,537 "

"This sum is, however, largely augmented, if we add the amount of the internal trade, or trade with the neighboring provinces, of Astrakan. Official returns show this trade to have been in 1853, 28,666,732 francs, or 5,446,790 dollars. The imports at Astrakan are silk, cottons, dry fruits, and sundries. The exports are cotton tissues, iron, grains, copper, sugar, tea, and hides."

COMMERCE BY THE LINES OF ORENBURG AND SIBERIA.

The commercial movements of Russia with central Asia are prosecuted with much activity. The value of merchandise exchanged with the Tartars of this portion of Asia, in 1850, reached nearly 6,000,000 roubles, showing an increase over the total trade of 1849 of 600,000 roubles. The principal imports were tea, (19,070 poods,) which passed through the western frontiers of China, amounting in value to 512,482 roubles (equal to 50 cents per pound nearly). In 1851 this trade maintained still greater activity. The value of merchandise imported across the lines of Orenburg and Siberia reached 3½ millions of roubles; and the exchanges, consisting of cotton and woolen cloths, loaf sugar, raw and tanned hides, amounted to 2,746,322 roubles. This exhibits an increase over 1850, viz:

Imports from China by the frontiers of Orenburg and Siberia.....	219,494 s. roubles.
Exports to " " " "	3,502,502 " "

The principal imports were black and other teas, (755,330 lbs., valued at $437,891, or nearly 58 cents per pound,) raw and spun cotton, &c.

COMMERCE WITH CHINA AT KIACHTA IN 1851.

This trade, as already remarked, is strictly a barter of merchandise. It takes place from 6th of February to 6th of April, each year. In 1851 the export trade consisted of woolen cloths, value 3,267,053 silver roubles; cotton cloths, value 1,193,713 s. r.; Russian leather, 240,933 s. r.; corals, 259,527 s. r., making a total of 4,961,226 roubles, or $3,720,920. The imports (merchandise received in barter) were teas, (122,839 chests and 26,289 small packages.) For the interior of Russia there were imported at Kiachta 121,249 half-chests, and 30,849 small packages of tea. The duties levied on these imports at the Kiachta custom-house amounted to 4,685,433 roubles, or $3,504,076; an excess of $280,560 over the receipts of 1850, and of $615,225 over those of 1849. The duties, cost of transportation, and other incidental expenses between Kiachta and Moscow, amount to about 100 per cent. on the original cost. This would make the cost price of tea in Moscow $1 per pound. The profit, however, is realized on the merchandise bartered, on which high and arbitrary prices are usually fixed. The tea in small packages is consumed in Siberia.

Official returns, received since the above was prepared, afford materials for bringing down a report of trade at this important point to a later period. From these it appears that the number of chests of tea (black and green) deposited by the Chinese merchants at Kiachta, during the trading season of 1852, reached 100,000. There also arrived 1,000 packages for consumption in Siberia. The number of pounds per chest varies; they average, however, about 60 lbs. to a chest of black tea, and about 90 lbs. to the chest of family tea. Besides tea, the Chinese also exchange sugar and sugar-candy; but these articles are usually consumed in the vicinity of Kiachta.

Of late years the Russian traders have derived immense profits from the barter of velvets and velveteens, which are in great demand among the Chinese.

The trade of 1853 presented some novel features. The announcement that 180,000 chests of tea were *in transitu* for Kiachta threw the market, at this point, into the greatest confusion. The merchants received weekly advices as to the state of the market at Moscow, and the great decline which teas had experienced at that time left no alternative to the merchants, in view of the heavy arrivals of teas daily expected, than to raise the prices of Russian merchandise 50 per cent. Any other course would have annihilated the profitable trade so long carried on at this place. The arrivals, however, did not exceed 67,000 chests, and the market maintained its usual tranquillity.

GENERAL SUMMARY.

The following summary of the navigation of the different ports of Russia, in 1851 and 1852, is abstracted from official returns:

VESSELS.			
1851.		1852.	
Arrived.	Cleared.	Arrived.	Cleared.
7,325	7,342	8,655	8,507
Total tonnage--790,300 lasts.		Total tonnage--768,900 lasts.	

These arrivals and departures were thus distributed in 1852:

Ports of—	Arrived.	Cleared.
The Baltic	3,627	3,507
The White sea	827	845
The Black and Azov seas	3,929	3,889
The Caspian sea	272	266
Total	8,655	8,507

The following table exhibits the national character of the vessels arrived:

Nationality.	No. of vessels.	Nationality.	No. of vessels.
England	2,020	Austria	383
Russia	1,125	Prussia	380
Turkey	1,072	Denmark	361
Greece	660	Mecklenburg	291
Holland	513	Hanover	258
Sweden	470	France	186
Sardinia	453	Other countries	483

STEAM NAVIGATION.

The steam navigation of Russia has largely increased since 1850. In that year there visited the port of Cronstadt 82 steamers, viz. :

From London	8
" Hull	13
" Dunkirk	7
" Lubeck	26
" Stettin	24
" Kiel	2
" Havre	2
Total	82

Two steamers maintain a regular communication between Riga, Hull, and Stettin, making monthly, sometimes semi-monthly, trips. The frigate-built steamers the "Odessa," the "Crimea," and the "Odessa and Kherson," make, annually, 33 trips between Odessa and Constantinople, and the steamer "Peter the Great" 19 between Odessa and Galatz. Regular communication is also kept up between St. Petersburg and the ports of Finland and of the Baltic; also between Odessa, Kherson, Nicolaïef, and other ports in the south of Russia. These steamers usually make 104 voyages yearly.

Two steamers connect the ports of the sea of Azov; and communication between the ports of Russia and those of Persia is regularly maintained by national steamers.(*a*)

(*a*) See ante page 103.

Total revenue from customs, excise, &c.

In 1840	$19,783,288
In 1845	22,770,120
In 1850	22,897,446
In 1852	23,327,093

The expenses of collecting these revenues are usually 7 per cent. on the whole amount.

The public debt of Russia in 1853, as given in the "Almanach de Gotha, 1855," was 788,573,112 silver roubles = $591,429,834; this includes $271,500,000 of paper money in circulation, of which $38,250,000 bears interest.

The naval forces of Russia are divided into two classes, viz.: the Baltic fleet, and the Black sea fleet; (*a*) consisting of 60 ships of the line, of from 70 to 120 guns each; 37 frigates, of from 40 to 60 guns each; 70 corvettes, brigs, and brigantines; and 40 steamers.

The total equipage of these naval forces consists of 9,000 guns, 42,000 sailors, 2,000 marines, including artillerists. Besides these, there are numerous gun-boats, (*chaloupes canonières,*) traversing the Caspian sea and the sea of Ochotzk. The total expense of these forces is estimated at 12,000,000 roubles = $9,000,000.

COMMERCE OF RUSSIA IN 1852.

Total exports	114,473,829 roubles,	=	$85,855,372
Total imports	100,864,052 "	=	84,648,039
Balance in favor of Russia			$1,207,333

COMMERCE OF ST. PETERSBURG IN 1852.

The total value of the exports of St. Petersburg in 1852 amounted to nearly $30,000,000. A considerable augmentation was experienced in certain descriptions of merchandise. The quantities of wool and copper more than tripled, and of wheat and flax-seed oil more than doubled the quantities exported during the year 1850. Pot-ashes increased 50 per cent.; on the other hand, oats decreased $\frac{8}{9}$, peltries $\frac{2}{3}$, iron $\frac{1}{2}$, tallow 25, per cent.; flax-seed, hemp, and woven goods more than 10 per cent. Sugar, tobacco, salt, wines, silk, and cotton yarns also fell much below the usual importations. An augmentation, however, was noted in the importation of fruits, rice, raw cotton, and champagne wine.

Notwithstanding a heavy expenditure was applied by the Russian government to the improvement of St. Petersburg as the commercial emporium of Russia, still, owing to the numerous difficulties encountered, and the severity of the climate allowing but six months in the year for the continuance of these works, the result by no means realized the expectations of the government. The consequence was, that the low waters in the rivers, and the almost total absence of water in the canals, kept back the produce usually forwarded from the interior. It was not until towards the end of July that the trade of St. Petersburg exhibited any briskness. During the month of May, several British vessels arrived and cleared in ballast; but, in the latter part of July and August, freight offered in great abundance, although the arrivals were numerous. From this period the trade continued unusually brisk, until early in November, when the navigation closed.

Subjoined is a statement of the principal exports from St. Petersburg during the season:

TALLOW ..... 2,037,806 poods ..... To England..... 1,864,982 poods.

Average price, 31 roubles 71 copecs per berkowitz = 7½ cents per lb., nearly.

(*a*) Nearly the whole of this naval force was destroyed by the Russians themselves, during the late war.

Flaxseed.....	203,694 tchetwerts.....	To England.....	145,860 tchetwerts.	
Average price, 83⅓ cents per bushel, nearly.				
Flax.....	571,542 poods	To England.....	513,780 poods.	
Average price, for best, 6¼ cents per lb., nearly.				
Hemp—1st quality.....	1,180,094 poods	To England.....	1,009,075 poods.	
		United States...	125,230	"
		Germany.....	30,828	"
		Sweden, &c.....	14,961	"
2d quality.....	213,938 poods	To England.....	161,047	"
		Germany.....	27,040	"
		Sweden, &c.....	16,485	"
		France.....	6,292	"
		United States...	3,074	"
3d quality.....	267,271 poods	To England.....	118,649	"
		Germany.....	118,274	"
		Sweden, &c.....	22,521	"
		United States...	7,081	"
		France.....	746	"
Average prices, 1st quality, 5 cents per lb., nearly.				
2d " 4¾ cts. " "				
3d " 4⅙ cts. " "				
Cloths—canvass for sails (a)	10,398 pieces	To United States...	4,914 pieces.	
		Germany.....	3,789	"
		England.....	1,690	"
		France.....	5	"
Flemish woolens....	5,341 pieces.....	To Germany.....	4,030	"
		United States...	1,304	"
		France.....	7	"
Ravensduck.....	21,025 pieces.....	To Germany.....	7,871	"
		United States...	7,350	"
		Sardinia.....	3,448	"
		England.....	1,978	"
		Italy.....	298	"
		France.....	80	"
Average prices—sail-cloth, (best quality,) 16 roubles per piece=$12 00.				
Flemish woollens, " 9 " " = 6 75.				
Ravensduck, " 6 r. 50 cop. " = 4 87½.				
Wool.....	108,857 poods.....	To England.....	46,260 poods.	
		France.....	41,959	"
		Germany.....	17,530	"
		Italy.....	3,105	"
Prices ranged at 9, 10, and 12 roubles per pood=$6 75, $7 50, and $9 per 36 lbs., or 18¾, 20⅚, and 25 cents per pound.				
Bristles.....	121,347 poods.....	To England.....	42,443 poods.	
		United States...	8,439	"
		France.....	7,495	"
		Sweden.....	194	"
		Other countries	62,146	"

(a) Sail-cloth is of variable length and width. The pieces of Flemish woolens are usually 50 archines long, by 1½ wide. Ravensduck usually the same length, but only one archine wide.

BRISTLES—Average prices:

Okalka	40 *a* 47	r. per pood	= $30 *a* $35 25	per 36 lbs., or	97 1/11/2	cts. per lb.
2d quality do.	30	" "	= 22 50	"	62 1/2	" "
Souchaya	20	" "	= 15 00	"	41 2/3	" "
2d quality do.	10	" "	= 7 50	"	20 5/6	" "

HORSE TAILS AND HAIR	9,726 poods	To Germany	2,867	poods.
		United States	2,678	"
		France	1,756	"
		England	1,413	"
		Sweden, &c.	1,012	"

Average price, 3 r. 50 cop. per pood = $2 62 1/2 per 36 lbs., or 7 1/4 cts. per lb.

ISINGLASS	4,466 poods	To England	2,545	poods.
		Germany	1,160	"
		France	761	"

Average price:

1st quality, 140 r. per pood = $105 per 36 lbs., or $2 92 per lb., nearly.

2d " 100 *a* 120 r. per pood = $75 *a* $90 per 36 lbs., or $2 08 1/3 *a* $2 50 per lb.

NOTE.—The supply of this article was so small, and the demand so brisk, as to create the most active competition. This is usually the case.

The foregoing were the principal exports from St. Petersburg in 1852, and they are given in detail, inasmuch as they constitute, together with iron, copper, timber, grains, Russian leather, quills, &c., the leading staples of this great commercial emporium.

NAVIGATION OF THE NEVA IN 1852.

The following table exhibits the navigation of the Neva (*i. e.* of St. Petersburg and Cronstadt) in 1852:

Nationality.	Vessels.	Tonnage.	Per centage on the whole.
English	1,159	320,448	54.22
Russian	222	62,570	10.59
Prussian	205	44,306	7.50
Dutch	365	38,915	6.58
United States	66	27,284	4.62
Swedish	173	16,862	2.85
Danish	182	16,290	2.76
French	113	13,913	2.35
Sardinian	42	11,612	1.96
Norwegian	84	9,286	1.57
Lubeck	60	7,086	1.20
Hanoverian	118	7,052	1.20
Mechlenburg	54	6,244	1.06
Oldenburg	64	5,760	.97
Bremen	10	1,608	.27
Hamburg	14	1,536	.26
Portuguese	2	272	.04
Total			100.00

It is proper to observe, that the percentage is predicated upon the actual entries. Seventy-six of the vessels included in the table wintered at St. Petersburg, and do not, of course, enter into the calculation. These were—

English	21	Lubeck	6
Bremen	1	Norwegian	2
Danish	6	Prussian	3
French	1	Russian	7
Hanoverian	2	Swedish	3
Dutch	24		
Total vessels	76		
Aggregate tonnage	12,034		

NAVIGATION OF THE VOLGA IN 1852.

The importations at Rybinsk, by the Volga, in 1852, reached in value 75,449,000 francs, and the exportations 101,621,000 francs. The excess of exports over imports is explained by the fact that Rybinsk exports by water only, and imports by land as well as by water. The returns of imports by land are inaccessible to the statistician; but it is supposed that they would equalize the values of the imports and exports of this market. Rybinsk is one of the most important markets in the interior of Russia. In the import trade there are employed 32 steamboats belonging to the Volga-Kama Steamboat Company; 681 canal-boats; and 3,141 barques, flat-boats, &c., propelled by sails and oars.

The export trade of Rybinsk (*i. e.*, the re-exportation of merchandise) employs:

By the Volga, 3,765 vessels of all kinds; Mologa, 1,779; Sheksna, 2,221: total, 7,765.

STEAM COMPANY OF THE VOLGA.

From the report of the general meeting of this company, held 27th February [11th March], 1852, the information is gleaned, that the company was organized in 1843 with a capital of 1,300,000 roubles ($975,000), divided into 5,200 shares of 250 roubles ($187 50) each; that it now owns (in 1852) 5 iron steamers, which navigate the Volga; namely, the "Sampson" and the "Hercules," each of 77; the "Kama," of 50; the "Volga," of 52; and the "Oka," of 17 horse-power. Besides these, the company owns 19 barques and 3 large batteaux. The capital invested in property (vessels, &c.) amounts to 1,200,000 roubles ($900,000). In 1852, the company received for freights 334,805 roubles 90 copecs ($251,104 42½), besides 3,215 roubles 60 copecs ($2,411 70) interest on capital invested, which brings up their total receipts to 338,021 roubles 50 copecs ($253,516 12½).

Total expenses during the year	179,038	roubles	45	copecs	= $134,278	83¾
Total receipts	338,021	"	50	"	253,516	12½
Net receipts during the year	158,983	"	05	"	119,237	28¾

This net amount was thus distributed:

To stockholders, at 20 roubles per share	104,000	roubles	00	copecs	= $78,000	00	(*a*)
Premium to the directors	7,949	"	15	"	5,961	86¼	
For reserved capital	47,033	"	90	"	35,275	42½	
Total	158,983	"	05	"	119,237	28¾	

(*a*) A simple calculation will show this to be equal to 8 per cent. on the capital invested. The dividend for the year 1851 was not so large (only 7 roubles, or $5 25 per share), and consequently stock fell to 120 *a* 130 roubles per share ($90 *a* $97 50). In 1853, it again became firm and commanded a premium.

THE PORT OF RIGA.

This port is situated on the river Düna, which is crossed here during the summer by a bridge of boats 2,400 feet in length. It is the centre of several large manufacturing establishments. The quay stretches for one mile along the river, but the inner harbor does not admit vessels drawing more than twelve to fifteen feet water. Larger vessels discharge and receive their cargoes outside the bar at Bolder-aa, where the custom-house is located. Its principal exports are flax, flax-seed, hemp, and linseed, wool, hides, tallow, timber, tobacco, spars, and feathers.

The commercial movements of Riga in 1852 represented a total of 75,143,000 francs, viz:

Imports	15,911,000 francs.
Exports	59,232,000 "

The imports from England amounted to 4,682,000 francs, and the exports to 29,728,000 francs.
The imports from France amounted to 2,318,600 francs, and exports to 8,074,000 francs.
The imports from United States amounted to 1,584,000 francs; exports none.
The principal imports are salt, wines, spirits, herrings, tobacco, coffee, raw cotton, &c.

There entered this port, during the same year, 1,536 vessels, measuring an aggregate of 214,382 tons; and there cleared 1,539 vessels, with an aggregate of 215,936 tons: making a total of 3,075 vessels, and 430,318 tons.

ARCHANGEL, AND THE PORTS OF THE WHITE SEA.

The entrance to the port of Archangel, situated on the right bank of the Dwina, about thirty miles from its mouth, is interrupted by a bar, over which vessels drawing more than fourteen feet of water cannot pass. Larger ships discharge and load outside the bar. The trade of Archangel extends as far as Siberia, and along the coasts of the White sea, east and west. Previous to the founding of St. Petersburg, this was the only place of maritime commerce in the empire. Since that period, its trade has considerably declined. The river Dwina is connected with the Volga and Neva by canals; but, owing to the rigor of the climate, the port of Archangel is open only from July to September. Its imports consist of colonial goods, salt, woolens, and hardwares. In 1852, there entered this port 715 vessels, with an aggregate of 56,922 tons; of which 85 were laden, and 630 in ballast. These all cleared with freight. Of the arrivals, there were under the British flag 273 vessels, with an aggregate tonnage of 24,297 tons.

The value of imports in 1852 was	1,252,000 francs.
The value of exports "	20,851,000 "
Total	22,103,000

Value of imports and exports at all other ports of the White sea in 1852:

Imports	201,000 francs.
Exports	556,000 "
Total	757,000 "

Total custom-house receipts from the five ports of the White sea, in 1852, 984,000 francs. These ports are Archangel, Oneg, Kola, Kemi, Sounsky.

The imports of Archangel consist of dry and salted fish, sugar, wines and other liquors, salt, and peltries. The exports are flax, linens, linseed, timber, tar, &c.

PORTS OF THE BLACK SEA, THE SEA OF AZOV, AND THE CRIMEA.

The importance of the Black sea, as a channel of Russian commerce, will be easily understood by casting an eye over the map of southern Russia, and tracing the rich and extensive regions which are tributary to its various ports. The Danube and its branches, the Dniester, the Bug, Dnieper, Don, and several lesser rivers, empty their waters into the Black sea. Odessa is situated on a bay, thirty miles from the mouth of the Dniester, and sixty from that of the river Dnieper. The bay is secure and accessible, and seldom closed by ice. The port is protected by two moles, each extending 515 fathoms, and raised 7½ feet above the surface of the sea; and, thus formed, it will afford ample protection to 200 large-sized vessels.

Akerman is situated near the Black sea, on the lagoon on the Dnieper. It is the principal outlet of the produce of Galicia, Podolia, and Bessarabia. The lagoon, or liman, on which Akerman is situated, is said to produce annually 7,000,000 poods (252,000,000 lbs.) of salt. The port is, however, too shallow for vessels drawing over seven feet water. Kherson, Nicolaïef, and Sevastopol, are the remaining principal ports of these seas. From the latter port merchant ships are excluded, by virtue of a ukase, of which the following is a translation:(*a*)

"The Emperor orders the port of Sevastopol to be the principal port for men-of-war, and that the custom-house there shall totally finish its business within six months after the date of this ukase, and then be broken up; after the expiration of that time, merchantmen are prohibited from entering into the harbor of Sevastopol, except they are driven in there by storm, or by other misfortune, or for the purpose of being repaired, but not to trade or carry on any commerce. As soon as the danger is over, or the repairs are finished, they must not remain any longer in port.

(Signed) "ALEXANDER."

The following table exhibits the navigation of Odessa in 1852:

Nationality.	ENTERED.		CLEARED.		TOTAL.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
England	208	68,601	225	69,175	433	137,776
Austria.	198	68,731	206	71,591	404	140,322
Belgium.	1	280	2	442	3	722
France	42	7,028	42	7,028	84	14,056
Greece	162	43,365	150	40,272	312	83,637
Holland	12	2,633	12	2,640	24	5,273
Ionian islands	14	2,891	13	2,919	27	5,810
Sicily	27	7,024	26	6,696	53	13,720
Sardinia	172	43,628	197	48,792	369	92,420
Sweden, &c.	90	20,412	88	22,605	178	43,017
Tuscany	10	3,587	11	4,200	21	7,787
Turkey.	43	8,300	60	11,332	103	19,632
Others	97	20,317	113	30,109	210	50,426
Total in 1852	1,076	296,797	1,145	317,801	2,221	614,598
Total in 1851	623	172,179	648	177,133	1,271	349,312
Increase in 1852	453	124,618	497	140,668	950	265,286

(*a*) Date not given in original. This ukase is virtually abrogated by the treaty of Paris of 1856.

The preceding table exhibits a total of 2,221 vessels, (entered and cleared,) with an aggregate of 614,598 tons, being an increase over 1851 of 950 vessels, with an aggregate of 265,286 tons. If to the figures given in the table is added the coasting trade, viz: 2,304 vessels, with an aggregate tonnage of 418,436, the total navigation of the port of Odessa, in 1852, will amount to 4,525 vessels, with an aggregate of 1,033,034 tons.

An analysis of the table gives to Austria the first rank in the navigation of this port. Total tonnage entered and cleared, 614,598 tons: Austria, 140,322 tons. England holds the second rank, viz: 137,776 tons; then Sardinia, 92,420 tons; Greece, 83,637 tons; Sweden, 43,017 tons. The augmentation in 1852 over 1851 gives Austria 66,878 tons more; England, 61,534 tons more; Sardinia, 38,977 tons more; and Greece 13,577 tons more.

The steam navigation of Odessa is maintained by the two lines of Constantinople and the Danube. The first makes thirty-six voyages, (between the two points,) and the second eighteen, annually. The Constantinople line conveyed, in 1852, 1,214 passengers; that of the Danube, 995; making a total for both lines of 2,209 passengers. The first of these transported to Odessa merchandise and specie amounting to 5,411,520 francs, and the other 359,620 francs. There was exported to Constantinople, by the first line, merchandise valued at 1,669,108 francs; and to the ports of the Danube, by the other, merchandise to the amount of 637,796 francs.

Government steamers keep up the communication between the ports of Kherson, Nicolaïef, the Crimea, and the Caucasus. In 1852, they made ninety-five voyages from these different points to Odessa, transporting passengers and merchandise.

RECAPITULATION.

The different steamers which make Odessa their starting-point made, in 1852, 149 voyages, transporting 20,905 passengers, and merchandise to the amount of 10,705,768 francs, equal to $2,000,000 nearly.

COMMERCE OF ODESSA.

In 1852.—Exports.....	103,452,410 francs.	In 1851.—Exports.....	53,203,024 francs.
Imports.....	36,190,066 "	Imports.....	29,886,800 "
Total.....	139,642,476 "	Total.....	83,089,824 "

Total in 1851.....	83,089,824 francs.
Total in 1852.....	139,642,476 "
Increase in 1852.....	56,552,652 "

The principal exports were:

Grains, value.....	69,756,826 francs.
Wool, "	17,044,716 "
Linseed, "	7,969,580 "
Tallow, "	1,927,296 "

The principal imports were: Raw cotton and cotton yarns, olive-oil, dye-stuffs, drugs, metals, wines, and sugar.

In 1853, the total value of the foreign trade of Odessa was $25,953,807, viz:

Exports.....	$18,583,293	Imports.....	$7,370,514

Grains constituted the chief exports in 1853. Thus, of the $26,000,000, (in round numbers,) grains amounted in value to 13 millions; linseed, wool, tallow, and cordage covered 5 millions.

In 1854, this immense trade must have been completely paralysed, as an official notification

was published at Odessa on 3d March, 1854, prohibiting the exportation of grains of all kinds, from all ports of the Black and Azov seas, until the 1st September following. This prohibition, however, is now removed; and official returns, when received, will show how far the blockade of the Russian ports by the allied powers affected the trade of the Black sea. By declaration published at St. Petersburg 7th [19th] April, all the mercantile harbors of Russia are open to the merchant vessels of neutral countries.

The total value of the trade of the ports of the sea of Azov (Taganrog, Kertch, Rostoff, Mariopol, and Berdiansk) was, in 1851:

Imports	6,902,000	francs.
Exports	27,182,000	"
Total	34,084,000	"

The imports were chiefly from Turkey, the Two Sicilies, Ionian islands, France, and Greece. The exports were destined to Turkey, England, Sardinia, Tuscany, Ionian islands, and France.

The total value of the trade at the commercial ports of the Crimea (Eupatoria, Balaklava, Theodosia, and Kertch) in 1852 was:

Imports (including specie)	1,092,500	francs.
Exports " "	654,500	"
Total	1,747,000	"

Compared with 1851, the imports increased 12 per cent., and exports decreased nearly 60 per cent. Imports consisted of cottons, raw cotton, coals, oil, and fruits; exports, of wool, raw hides, butter, caviar, and grains.

EXTRA DUTIES.

In addition to the rates given in the tariff, which will be seen in its proper place, special duties are levied for the benefit of cities, &c., as follows:

At the port of Archangel.—For the benefit of the town, $\frac{1}{2}$ per cent. on the value of all imports and exports.

At Odessa.—For the benefit of the town: On wheat exported by sea, 1 cent per $5\frac{3}{5}$ bushels. For the benefit of the lyceum, $1\frac{7}{8}$ cent per $5\frac{3}{5}$ bushels, on all kinds of corn exported.

At the port of Taganrog.—For the benefit of the city: On all merchandise passing through the scales, imported, $\frac{3}{8}$ cent per 36 lbs. Exported, $\frac{3}{16}$ cent per 36 lbs. On wines imported, $\frac{3}{16}$ cent per $2\frac{3}{4}$ gallons.

At the port of Mariopol.—For the benefit of the city: Imports, $\frac{3}{8}$ cent per pood, dry measure; $\frac{3}{16}$ cent per pood, liquid measure.

St. Petersburg.—For the bridge on the Neva: On all imports, 2 per cent. on amount of duties.

Moscow.—For a similar purpose to the foregoing: On all imports *via* St. Petersburg, 2 per cent. on amount of duties.

The custom-houses of St. Petersburg, Archangel, and Riga allow foreign goods, imported by privileged merchants, to remain in bond without paying duty, or to be re-exported, during twelve months; if imported by others, six months.

PROGRESS OF COTTON MANUFACTURES IN RUSSIA.

It has already been remarked, that the manufacture of cotton in the Russian empire is progressing with extraordinary activity. The number of spindles in Russia exceeds 350,000, producing annually upwards of 10,800,000 lbs. of cotton yarns. The manufacture of cotton-velvets, especially, is becoming highly important to the direct trade between the United States and Russia, the raw material being almost exclusively supplied, either in the direct or indirect trade, by the former country. Formerly cotton-velvets were supplied to the Chinese exclusively

by the British. The Chinese now prefer the Russian manufacture; hence, it has become a leading staple of barter at the Russio-frontier markets of China.

The following table exhibits the quantities of raw and spun cotton imported into Russia during the years designated:

YEARS.	RAW COTTON.	COTTON TWISTS.	
		White.	Colored.
	Kilogrammes.(a)	*Kilogrammes.*	*Kilogrammes.*
1846	11,863,000	8,128,000	51,000
1847	14,119,000	6,732,000	57,000
1848	20,171,000	6,325,000	56,000
1849	25,470,000	4,572,000	67,000
1850	19,670,000	2,765,000	50,000
Total	91,293,000	28,522,000	281,000
Annual average	18,258,600	5,704,400	56,200

The imports of raw cotton from the United States to Russia for designated periods have already been given, and it has been noticed that the diminution of cotton twists is in a ratio corresponding with the augmentation in the importation of raw cotton. Below is annexed a table, exhibiting the direct trade and navigation between the United States and Russia during the years designated:

Comparative statement of the commerce of the United States with Russia, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	$536,845	$190,492	$727,337	$1,492,262	12,603	9,109	1,763	1,906
1846	535,388	97,079	632,467	1,570,054	11,145	5,451	319	1,543
1847	626,332	124,118	750,450	924,673	6,801	4,135	----------	1,362
1848	1,047,582	108,428	1,156,010	1,319,084	10,357	9,588	----------	393
1849	937,557	197,947	1,135,504	840,238	9,130	10,349	----------	1,393
1850	666,435	198,506	864,941	1,511,572	12,877	5,048	2,121	3,990
1851	1,465,704	145,987	1,611,691	1,392,782	9,817	9,241	3,266	3,239
1852	1,061,748	138,732	1,200,480	1,581,620	12,009	10,006	1,477	3,045
1853	2,313,175	143,478	2,456,653	1,278,501	10,455	11,958	1,013	5,297
1854	335,521	145,095	480,616	1,544,235	11,487	3,891	945	1,485
1855(*b*)	83,065	40,380	123,445	296,113	5,541	4,737	1,007	----------

(*a*) 100 kilogrammes=220 pounds.

(*b*) The figures for this year are the aggregate of those given in "Commerce and Navigation" for *Russia on the Baltic and North seas, on the Black sea*, and *in America* and *Asiatic Russia*, all of which in former reports were embraced in the single entry *Russia*.

FRANCE.

LE VASE

FRANCE.

PRIOR to the ratification of the treaty of the 6th of February, 1778, we have no reliable account of the value of our trade with France. The navigation acts and other regulations imposed upon the colonies by the mother country strongly tended to fetter and embarrass their intercourse with other nations; but, in spite of them, irregular, illicit commerce was carried on to a considerable extent. By the treaty alluded to, the high contracting parties reciprocally bound themselves to grant to each other, in respect to commerce, all the privileges and immunities which either of them might thereafter grant to the most favored nations; to charge no more in imposts, port duties, or other customary burdens of trade, to the subjects or citizens of each, respectively, than should be charged to the subjects or citizens of other powers; and to protect the vessels of each other when within their respective jurisdictions. The subjects or citizens of either were excluded from the fisheries of the other, and the United States became bound not to disturb the subjects of the King of France when fishing at the Banks of Newfoundland. The citizens of the United States were exempted from the *droit d'aubaine*, and were empowered to devise real and personal property, and their heirs were permitted to inherit without becoming naturalized in France; and corresponding privileges were secured to French subjects residing in this country. The doctrine that "free ships make free goods" was recognised, and the articles to be deemed contraband of war were enumerated. The remaining stipulations refer exclusively to contingencies of war, and need not be enumerated. On the 14th of November, 1788, a convention was entered into and ratified, defining the powers and duties of the consuls of the high contracting parties. This convention was intended the more effectually to secure the faithful observance of the treaty stipulations.

These arrangements were ratified while the Continental Congress had no authority to regulate foreign commerce; and the ratification, therefore, only amounted to a pledge that the States would conform to its provisions, they having the sole power to levy imposts and port and tonnage duties. The arrangements continued in force, however, and were observed for more than twenty years, and until annulled by the act of the 7th of July, 1798, on the ground of repeated violations of treaty stipulations by the successive revolutionary governments of France. Many of the fetters of trade were removed by this treaty; and, although importations and exportations were, for a time, exposed to the depredations of British cruisers, the enterprise of our seamen opened a commerce of no inconsiderable value. It was estimated that, during the three years immediately preceding the French revolution, the average annual value of our exports to France was $1,520,000, and of our imports from thence $380,000; showing an excess of exports of the value of $1,140,000. The imports and exports up to the date of the annulment of the treaty of 1778 were as follows:

Years.	Imports.	Exports.	Excess of exports.
1795	$3,671,331	$7,698,683	$4,027,352
1796	1,835,066	3,171,759	1,336,693
1797	3,045,796	3,825,231	779,435
1798	1,371,727	1,476,588	104,861

This statement indicates that, from 1795, there was a rapid decrease of imports and exports, and a decrease of the excess of our exports, attributable, no doubt, partly to the feebleness of Federal authority, but chiefly to the convulsed condition of the French nation, the continuance of war in Europe, and the consequent disregard of treaty obligations.

Previous to the annulment of the commercial treaty, Congress passed an act "to suspend the commercial intercourse between the United States and France, and the dependencies thereof," approved June 13th, 1798. It was provoked by repeated gross violations of the treaty by the French government and its citizens. The act provided that no vessel should clear from the ports of the United States for France or its dependencies; that no French vessel should enter our ports without a passport from the President, unless in distress; that French vessels found in our ports, and refusing to depart, should be seized and detained; and that the President might dissolve the prohibition of the act whenever he became satisfied that the French government and all under its authority were, in good faith, endeavoring to prevent her citizens from intermeddling with our commerce. This act was continued in force until the end of the ensuing session of Congress, when it expired by its own limitation.

Two days subsequent to the annulment of the treaty, another act was approved, "further to protect the commerce of the United States." The President was thereby authorized to instruct the commanders of the naval forces of the United States to capture French armed vessels, which were, by the act, to be forfeited, and to grant letters of marque and reprisal to private citizens. These acts had the desired effect. The French government was in no condition to assume an attitude of open hostility.

On the 30th of September, 1800, a convention was signed by the plenipotentiaries of the United States and France, which was ratified in due time, for the adjustment of all differences, and the regulation of their future commercial intercourse. By its terms, it was to continue in force for eight years. In respect to commerce, it provided that the citizens of each country should enjoy in the ports of the other all the privileges and immunities of the most favored nations; that the citizens of either resident in the other should have the right to devise their property without being naturalized, and their heirs the right of inheritance; that six months should be allowed for the removal of property in case of war; that debts should not be sequestered or confiscated in consequence of war; that consuls and other agents should be appointed; that the traders of each might buy and sell of the enemies of the other, save in ports blockaded; that certain specified articles only were to be considered contraband; that free ships should make free goods, and the ships of either might carry enemy's property, save only contraband articles; that property of either found in enemy's vessels should be confiscated; that ships under convoy should never be examined; and that various minor provisions enumerated in the treaty, as means for the execution of its provisions, should be observed. This was followed by the treaty of the 30th of April, 1803, for the cession of Louisiana, by which the right of navigating the Mississippi and its tributaries was reserved to France for twelve years; and another convention of the same date, providing for the payment by France of debts due our citizens.

The convention of 1800 regulated our commercial intercourse with France until the 24th day of June, 1822. A few facts will show how our trade with that nation progressed during that important period. It must be borne in mind, that nearly all Europe was combined for three-fourths of that space of time in waging war upon the French empire and its allies, and that, for a considerable period, the whole of France was declared by Great Britain to be in a state of blockade. It must also be remembered, that in 1812 the Congress of the United States declared war against Great Britain, and that this war was waged with great vigor on both sides, until brought to a triumphant close in 1815. The vast superiority of the naval force of England rendered intercourse of European nations with their colonies very hazardous, if hostile to her. These nations were hence compelled to rely upon neutrals to carry on this branch of trade. For a time, the productions of the French, Spanish, and Dutch colonies could be carried to their mother countries only under a neutral flag. Our vicinity to the West India islands enabled us to

monopolize most of this carrying trade; and, ere the war closed, such was our increase of tonnage, that we obtained a considerable portion of the carrying trade to and from the East Indies. Some colonial productions were carried in American bottoms directly to Europe. The greater part, however, was brought into our ports; whence, after receiving a drawback, it was shipped to Europe in our own vessels. The manufactures of Europe, as well as those of China and the East Indies, were also imported, and again exported, in large quantities, to the West Indies and South America. From 1793 up to 1807, the profits of these advantages were enormous. The exigencies of the war, and the natural jealousies engendered by such a condition of things, involved us in disputes both with France and England. The latter, therefore, issued her celebrated Orders in Council; in retaliation of which, the former, or rather her Emperor, issued his Berlin and Milan decrees, which were so injurious to our trade as to provoke the adoption of the embargo, which was followed by the non-intercourse act, and ultimately by the declaration of war against Great Britain. This annihilated our carrying trade. On the return of peace, we again enjoyed some of it, but to a much more limited extent than formerly.

The tables of exports and imports fully illustrate the operation of the causes enumerated. In 1799 our imports from France were of the value of $901,018. The value of exports is not known. The following table exhibits our exports to France from 1804 to 1820. We have no data on which to estimate the imports for that period.

Years.	Domestic produce.	Foreign produce.	Years.	Domestic produce.	Foreign produce.
1804	$3,219,112	$5,604,942	1813	$1,780,291	$2,296,453
1805	3,079,862	9,885,602	1814	286,429	30,018
1806	3,226,698	8,197,694	1815	5,033,084	1,853,859
1807	2,715,141	10,315,678	1816	7,352,676	2,222,660
1808	708,607	2,126,396	1817	7,114,535	1,695,232
1809	No data. (a)		1818	8,719,445	3,346,577
1810	16,782	1,672	1819	6,612,499	2,729,549
1811	673,708	1,119,302	1820	5,461,889	2,134,854
1812	402,803	2,435,218			

For the remaining two years of the period of the operation of the convention of 1800, the imports were, in 1821, of the value of $4,989,940; and the exports of domestic produce $5,168,698, and foreign produce $359,861. In 1822, the imports were $6,089,940 in value; exports of domestic produce, $4,744,490, and foreign produce $1,280,870.

About the year 1792, cotton became a staple product of the southern States. The quantity exported to France from 1790 to 1806 was 15,794,800 pounds. The following table exhibits the exports of the staple to that country for the years enumerated:

Years.	Pounds.	Years.	Pounds.	Years.	Pounds.
1801	844,728	1807	6,114,358	1813	10,200,348
1802	1,907,849	1808	2,087,450	1814	1,661,085
1803	3,831,840	1809	None direct. (a)	1815	19,978,143
1804	5,946,848	1810	Do.	1816	18,024,567
1805	4,504,329	1811	Do.	From 1816 to 1820 no	
1806	7,082,118	1812	913,433	data. (b)	

(a) Pitkin's Statistical View of the Commerce, &c., of the United States, page 139.

(b) The imports of cotton into France from all countries during this period were: in 1817, 13,370,398 kilogrammes (each 2.022 pounds); in 1818, 16,974,159; in 1819, 17,010,401.

In 1821 the exports of cotton were 495,733 pounds of sea-island, and 26,943,275 pounds of upland, the value of the whole being $4,531,861. The fluctuations in quantity during this period are plainly traceable to the wars and confusion in Europe, and to our last war with Great Britain.

From 1822 to 1834, the exports of cotton to France were as follows: [The figures are compiled from the United States Treasury Reports on Commerce and Navigation.]

Years.	Pounds.	Years.	Pounds.	Years.	Pounds.
1822	20,900,000	1827	48,136,000	1832	59,242,600
1823	26,831,200	1828	47,557,000	1833	63,401,800
1824	34,647,800	1829	56,630,800	1834	69,491,400
1825	29,598,800	1830	46,856,000		
1826	48,226,200	1831	50,111,600		

Tobacco became an important export of this country at the close of the last century. The following table exhibits our exportations of this article to France during the period we are now considering. The regulations of the two countries in respect to it will be elucidated in another part of this Digest.

Years.	Hogsheads.	Years.	Hogsheads.	Years.	Hogsheads.
1800	143	1805	12,135	1812	142
1801	5,006	1806	9,182	1813	188
1802	16,216	1807	2,876	1815	2,843
1803	9,815	1808	556	1816	4,076
1804	14,623	1811	569		

In 1809 and 1810 there was no exportation. The same circumstance occurred in 1814. If any was exported, it was so inconsiderable as not to have been noticed by statisticians. From 1817 to 1820 we have no statistical data. In 1821, 3,478 hogsheads were exported to France. These cotton and tobacco tables, like those of general imports and exports, are marked in their character by the course of political and military events.

Another period of our trade with France commences with the "Convention of Navigation and Commerce," signed by the plenipotentiaries of the two powers on the 24th of June, 1822, and ratified and declared in operation by the United States on the 12th February, 1823. That convention provides that articles, the growth, produce, or manufacture of the United States, when exported to France in vessels of the United States, shall pay an additional duty, not exceeding twenty francs ($3 75) per ton of merchandise, over and above the duties paid on the like articles exported to France in French vessels; that articles, the growth, produce, or manufacture of France, imported into the United States in French vessels, shall pay an additional duty not exceeding $3 75 per ton of merchandise, over and above the duties paid on like articles imported in vessels of the United States; that no discriminating duties shall be levied upon the productions of France imported in French bottoms into our ports for re-exportation; that a like advantage shall be given, and is given, to the United States; that the following quantities shall be considered a ton for the articles specified, viz: Four 61-gallon hogsheads, or 244 gallons of 231 cubic inches of wine, American measure; 244 gallons of brandies and all other liquids; 50 cubic feet of silk, American measure, in the United States; and 42 cubic feet, French measure, in France; 804 pounds avoirdupois of cotton; 1,600 pounds avoirdupois of tobacco; 2,240 pounds avoirdupois of pot and pearl-ashes; 1,600 pounds avoirdupois of rice;

and for all weighable articles not specified, 2,240 pounds avoirdupois; that the duties of tonnage, light-money, pilotage, port-charges, brokerage, and all other duties on foreign shipping, over and above those paid by the national shipping in the two countries, other than those above specified, shall not exceed, in France, for vessels of the United States, five francs (94 cents) per ton of the vessel's American register, nor for vessels of France in the United States 94 cents per ton of the vessel's French passport; that the convention shall remain in force two years from the 1st of October, 1822, and after that time until the conclusion of a definitive treaty, or until one of the parties shall have declared its intention to renounce it, which declaration shall precede the renunciation six months; and, finally, that, in case this convention shall not be discontinued by either party, the duties specified, exclusive of tonnage, light-money, pilotage, port-charges, &c., laid upon articles of the growth, produce, or manufacture of either country, shall, at the expiration of two years, be reduced one-fourth of the whole amount, and afterward by one-fourth of said amount, from year to year, so long as it is not renounced by either party.

The convention with France of July 4th, 1831, only slightly modifies the convention of 1822. The wines of France, from the ratification of that convention until the passage of the tariff act of 1846, were imported at duties not exceeding the following rates by the gallon, United States measure, viz: For red wines, in casks, 6 cents; for white wines, in casks, 10 cents; and for all kinds of wines, in bottles, 22 cents. This stipulation was limited to ten years, and consequently expired on the 4th of July, 1841. Our trade has, therefore, been since regulated by the convention of 1822, and guarded by the powers and privileges secured to the consuls of each nation by the consular convention of the 28th February, 1853. The results of the operation of the stipulations of these conventions may be traced in the tables of imports and exports, as follows:

YEARS.	IMPORTS.	EXPORTS.		YEARS.	IMPORTS.	EXPORTS.	
		Domestic produce.	Foreign produce.			Domestic produce.	Foreign produce.
1822	$8,089,940	$4,744,490	$1,280,870	1839	$32,531,321	$15,966,108	$2,264,841
1823	5,666,730	5,001,775	3,699,554	1840	17,572,876	18,919,327	2,922,227
1824	7,188,567	7,851,639	1,846,043	1841	23,933,812	18,410,367	3,356,388
1825	10,868,786	7,525,935	3,352,467	1842	16,974,058	16,015,298	1,150,552
1826	8,579,520	9,348,929	1,799,855	1843	7,657,686	11,570,872	525,279
1827	8,527,232	9,187,558	3,336,945	1844	17,549,484	12,066,212	2,372,188
1828	9,390,854	7,698,337	3,375,233	1845	21,595,425	12,330,171	3,170,233
1829	8,838,978	8,894,045	2,854,350	1846	23,911,332	13,601,650	1,528,925
1830	7,722,198	9,901,146	1,092,813	1847	24,900,841	18,592,531	505,087
1831	14,065,743	5,635,424	3,529,378	1848	28,096,031	15,374,885	4,444,425
1832	12,175,758	9,942,576	2,677,147	1849	24,363,783	12,523,759	2,986,824
1833	13,431,678	10,806,583	2,965,638	1850	27,538,025	17,950,277	1,883,070
1834	17,141,173	12,715.754	2,793,220	1851	31,715,553	25,302,085	2,950,061
1335	22,915,376	18,037,014	1,714,230	1852	25,890,266	22,190,070	1,800,575
1836	36,615,417	19,608,434	1,330,666	1853	33,455,942	25,120,806	1,450,978
1837	22,083,614	17,350,914	2,339,664	1854	35,781,393	30,968,252	1,179,729
1838	17,771,797	15,715,451	1,200,102	1855	31,609,131	31,623,898	1,254,230

This table is made up from the annual Treasury Reports on Commerce and Navigation of the United States. It will not prove uninteresting, however, to subjoin, for comparison, a similar statement put forth by the French government.

Value of commerce between the United States and France, for the years specified; taken from the official reports published by the French Ministry of Commerce.

YEARS.	VALUE OF IMPORTS FROM THE UNITED STATES INTO FRANCE.		VALUE OF EXPORTS FROM FRANCE INTO THE UNITED STATES.		TOTAL.	
	General commerce.	Special commerce.	General commerce.	Special commerce.	General commerce.	Special commerce.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
1831	(*a*) 51,463,000	47,523,000	134,793,000	110,180,000	186,256,000	157,703,000
1832	89,360,000	64,927,000	87,631,000	58,559,000	176,991,000	123,486,000
1833	99,079,000	73,886,000	134,965,000	107,984,000	234,044,000	181,870,000
1834	97,186,000	76,564,000	113,094,000	78,136,000	210,280,000	154,700,000
1835	89,482,000	71,545,000	196,042,000	145,251,000	285,524,000	216,796,000
1836	110,770,000	81,464,000	238,874,000	158,738,000	349,664,000	240,202,000
1837	117,738,000	86,720,000	98,615,000	58,611,000	216,353,000	145,331,000
1838	132,796,000	101,248,000	170,698,000	119,724,000	303,494,000	220,972,000
1839	99,206,000	85,883,000	204,591,000	120,946,000	303,797,000	206,829,000
1840	175,829,000	117,970,000	136,120,000	80,760,000	311,949,000	198,730,000
1841 (*b*)	157,071,000	121,491,000	183,562,000	121,234,000	340,633,000	242,725,000
1842	176,057,000	135,046,000	83,346,000	48,106,000	258,403,000	183,152,000
1843	174,628,000	144,259,000	96,639,000	65,808,000	271,267,000	210,067,000
1844	142,500,000	133,600,000	161,400,000	102,000,000	303,900,000	235,600,000
1845	172,000,000	140,700,000	143,000,000	96,500,000	315,000,000	237,200,000
1846	153,700,000	141,200,000	150,100,000	100,400,000	303,800,000	241,600,000
1847	137,605,000	110,434,000	185,684,000	112,414,000	323,289,000	222,848,000
1848	71,883,000	56,986,000	165,749,000	99,430,000	237,362,000	156,416,000
1849	127,100,000	105,779,000	232,669,000	148,564,000	359,769,000	254,343,000
1850	132,175,000	122,105,000	285,941,000	193,511,000	418,116,000	315,616,000
1851	116,883,000	109,853,000	242,626,000	144,584,000	359,509,000	254,437,000
1852	190,089,000	167,721,000	263,040,000	154,613,000	453,129,000	322,334,000
1853	179,786,000	157,921,000	328,992,000	209,195,090	508,778,000	377,116,000

In these tables it is not difficult to trace the effects of the controversy relative to the re-charter of the Bank of the United States, the temporary expansion of the paper currency, the necessary contraction following the restoration of the constitutional currency, and the addition to the gold circulation of the world made by the mines of California. All these historical facts are of too recent occurrence to need comment in a work such as this. In like manner may be traced the effects of the French revolution of 1830, the eighteen years' policy of Louis Philippe, the convulsions of 1848, the temporary ascendancy of republican principles, and the re-establishment of the empire. Causes like these, which affect commerce without a change of international obligations, would require more space for their elucidation in detail, than can be accorded to them in this Digest. They are, however, alluded to for the purpose of awakening suggestive trains of reasoning.

The article of cotton has, for a number of years, constituted in value, upon an average, three-quarters of all our domestic exports to France. The average annual value of our exports of

(*a*) The franc equals 18.6 cents.

(*b*) From 1831 to 1841 the general commerce between the two countries increased 154,377,000 francs, or about 83 per cent. This augmentation falls especially upon the products of the United States imported into France, the amount of which has tripled in this period. In the following years the effect of the high tariff of 1842 will be perceived, especially on the value of exports from France into the United States.

home products to France from 1830 to 1833, was $9,000,000; and of the exports of cotton for the same period, $7,000,000. The following table exhibits the quantities of cotton exported to France for the years enumerated, viz:

Years.	Pounds.	Years.	Pounds.	Years.	Pounds.
1835	71,110,600	1842	115,130,400	1849	157,132,800
1836	80,009,600	1843	123,497,000	1850	109,479,306
1837	80,231,800	1844	119,345,600	1851	113,913,224
1838	96,316,000	1845	124,610,400	1852	167,429,900
1839	76,630,400	1846	121,518,000	1853	174,639,940
1840	106,878,200	1847	125,628,800	1854	144,428,360
1841	110,700,000	1848	167,457,400		

The tables from which we extract do not give the *values* of our cotton exports for the years stated above, but, as in some preceding years, we learn from other data, they have been equal to the value of three-fourths of our exports of home products.

It may be added, that, with the exception of 1854, the above figures have been compiled from French custom-house returns. They are considerably below those given in the annual reports prepared by the United States Treasury Department, and are not so reliable. The following table, compiled from these annual reports, will show the exports of cotton to France for six years, ending with June 30th, 1855, and the value; as also the total value of domestic exports to France during the said years, respectively:

Years.	Pounds.	Value.	Total value domestic exports.
1850	125,834,091	$14,395,449	$17,950,277
1851	139,164,571	18,124,512	25,302,085
1852	186,214,270	15,438,586	22,190,070
1853	189,226,913	19,248,076	25,120,806
1854	144,428,360	14,532,712	(a) 30,968,252
1855	210,113,809	19,035,423	31,623,898

Our other chief export to France is tobacco. In that country, the trade in this article is monopolized by the government. Information on this subject is derived from a recent publication, from the pen of a gentleman who has analysed and studied our European tobacco trade in the principal markets of the eastern continent. The exclusive right to purchase imported and indigenous tobacco is invested in the *regie*, or commission—an association under the supervision of the Minister of Finance. This *regie* alone can authorize its manufacture, fix the prices at which it is to be sold to retailers, and the prices at which the latter shall sell for consumption. The capital of the *regie*, consisting of houses, offices, machinery, and tobacco in store, is of the value of about $45,000,000. There is usually kept on hand a supply of tobacco sufficient to meet the demand for three years. This enables the *regie* to manufacture it more perfectly, and to provide against accidental failures of the supply. No one can purchase at wholesale of any one but the *regie;* and no one can retail without a license, which compels the purchaser to sell at prices fixed by that commission. Of late years, however, the system has been so far relaxed as to allow an importation, for personal use, of a certain quantity by individ-

(a) The export of gold and silver coin and bullion was unusually large this year, amounting to $6,609,900.

uals, upon the payment, by the importer, of duties equal to the profits reaped by the *regie* upon its sales. One fact is encouraging: while the consumption is constantly increasing, the culture remains in France at a stand. It remains at a stand, because it is also under the supervision of the *regie*, which prescribes the methods of cultivation, and confines its produce to certain departments, and even to certain individuals. There is nothing to stimulate enterprise, or to secure the concurring energy of individual interest.

Up to 1817, purchases were made upon the offers of merchants submitted to the director-general, and communicated by him to the Council of Administration. The number of competitors created embarrassment, and the present system was, after some years, adopted. The system is this: Proposals are published by the *regie* to make contracts for the supply of certain qualities and certain quantities of specified kinds of tobacco. Samples of the kinds and qualities are submitted to the inspection of those who desire to contract, and they thereupon submit their offers to supply at certain prices within a time specified. The samples submitted to the contractors are carefully preserved; and when the cargoes arrive at the various ports, samples of them are forwarded to Paris and compared with the model samples, and the acceptance or refusal depends upon this comparison.

It requires but little reflection to perceive that this system is seriously injurious to our trade. It is a moderate estimate to make, to suppose that, if tobacco were admitted into France as other products are admitted, we should export ten times as much as we do at the present time. The abolition of the system would, therefore, seem to be an object constantly to be kept in view by our government. It has stood so many years, however, and under so many forms of government, and is so productive to the revenues, and so important to the government itself, in the number of persons thus brought under its direct influence, that we cannot hope to see it soon materially changed.

In addition to the facts already detailed on the subject of this important staple, the following extracts from official despatches, communicated to the Department of State, are presented as pertinent:

"Tobacco is only permitted to be cultivated in six departments as a staple, and this cultivation is under the most rigid *surveillance* of the government. In the other departments agriculturists are allowed to grow *four* plants for each tenement, for medicinal uses.

"On the tobacco disposed of by the *regie*, whether imported or produced, the profit realized amounts to 447 per cent.

"The retail dealers in the article, numbering about 30,000, are under the control of the *regie* inspection, and are allowed a commission on their sales of from 10 to 12 per cent. There are only ten manufactories. They are located at Paris, Havre, Lille, Strasbourg, Morlaix, Tonneins, Lyons, Marseilles, Toulouse, and Bordeaux. Each has its circle of departments to supply, and is restricted to transactions therein. The manufactured article is deposited in magazines, of which there are 357.

"In the departments adjoining Switzerland, Germany, and Belgium, the price established is vastly below that which rules in the interior. The object of this is to prevent smuggling. Where frontier facilities are afforded for illicit importations, the rate is comparatively moderate. Where none exist, it is enormous. Thus, at Strasburg a pound is worth only 15 sous (cents), while at Orleans it is worth 8 francs ($1 60). * * * * *

"Last year [1848] the receipts from the customs only amounted to about 146,000,000 francs—86,000,000 of which were derived from tobacco, nearly all grown in the United States—under the workings of the *regie*.

"Were this *regie* abolished, and a moderate import duty substituted, instead of a market of 16,000 or 18,000 hogsheads of tobacco per annum, France would take from us double that quantity immediately thereafter."

At the present time, we export about two-fifths of all the tobacco consumed in Europe. Strict attention to its proper culture will enable us to furnish a much greater proportion. From 1827

to 1836, our exports to France amounted, annually, on an average, to 5,727,900 pounds. For many years we have exported from three-fourths to four-fifths of the tobacco consumed in France. From official reports of the French authorities, we gather the following statistics of our exports and sales to the *regie* in the years specified:

Years.	Pounds.	Years.	Pounds.	Years.	Pounds.
1837	10,622,108	1843	27,771,788	1849	16,852,130
1838	11,643,710	1844	20,891,000	1850	18,612,628
1839	13,089,036	1845	24,318,800	1851	12,088,876
1840	17,846,613	1846	17,798,000	1852	32,305,240
1841	21,046,924	1847	15,562,907	1853 (*a*)	9,741,600
1842	19,148,800	1848	13,046,305		

No values are attached to these quantities, but they may be estimated by the aid of other data. The cost of American tobaccoes, on delivery at the factories of the *regie*, all expenses included, is given by a French legislative report as follows, on an average for several years; Maryland tobacco, 9.5 cents per lb.; Virginia, 8.2 cents; Kentucky, 7.7 cents; Missouri, 7.5 cents.

The following statement, also derived from French authorities, shows the net profits of the *regie*, which, after paying all expenses of purchase, transportation, manufacture, and sale of tobacco, it has paid over to the State treasury, annually, from the 1st of July, 1811, (commencement of the monopoly with the *regie*), to the 1st of January, 1853:

Years.	Francs.	Years.	Francs.	Years.	Francs.
1811	6,000,000	1826	44,993,057	1841	71,989,095
1812	26,000,000	1827	45,728,983	1842	73,804,142
1813	29,355,842	1828	46,385,633	1843	77,368,735
1814	32,000,000	1829	45,632,490	1844	79,499,379
1815	33,123,303	1830	46,782,408	1845	82,534,494
1816	32,355,321	1831	45,920,930	1846	85,961,080
1817	39,182,994	1832	47,751,597	1847	86,391,198
1818	41,705,861	1833	49,230,280	1848	85,271,053
1819	41,412,893	1834	50,843,714	1849	85,136,106
1820	42,219,604	1835	51,700,181	1850	88,915,000
1821	42,279,004	1836	55,629,540	1851	92,233,729
1822	41,950,997	1837	59,026,912	1852	95,344,082
1823	41,584,489	1838	61,682,425		
1824	43,129,723	1839	66,001,841		
1825	44,030,453	1840	70,111,157	Total	2,328,201,725

French official documents furnish the following facts relative to our cotton trade with that empire. By the custom-house returns for 1855, it appears that there were received for that year, from all countries.....167,200,000 lbs.,
Against, for 1854.....157,520,000 "
" 1853.....165,000,000 "
" 1852.....158,400,000 "

(*a*) United States Treasury reports give the quantities of tobacco exported to France for the fiscal years ending June 30, 1854 and 1855, respectively, as follows: 1854, 15,162,000 lbs.; 1855, 40,866,000 lbs., besides 2,905 cases, and 879 bales. The excess of the latter year was probably for the army in the Crimea. The French fiscal year ends with that of the calendar.

The following table shows the quantities of cotton imported into Havre, from all countries, for a period of four years, ending with 1855:

Years.	From the United States.	From Brazil.	From elsewhere.	Total.
1855	406,600 bales.	2,500 bales.	9,000 bales.	418,100 bales.
1854	411,000 "	2,000 "	12,000 "	425,000 "
1853	374,500 "	2,800 "	12,200 "	389,500 "
1852	374,900 "	6,000 "	14,400 "	395,300 "

Table showing the quantities of cotton received at the other ports of France during the same years.

Years.	From United States.	From Brazil.	From Egypt.	From elsewhere.	Total.
1855	12,000 bales.	None.	30,700 bales.	2,800 bales.	45,500 bales.
1854	19,300 "	None.	21,400 "	4,300 "	45,000 "
1853	14,500 "	None.	33,000 "	17,000 "	64,500 "
1852	17,800 "	None.	36,700 "	12,500 "	67,000 "

The preceding tables exhibit a total importation of cotton into France, viz:

In 1855.....463,600 bales.
1854.....470,000 "
1853.....454,000 "
1852.....462,300 "

The document from which the preceding tables are translated and condensed, adds:

"We may further remark, that, while England imports from the East Indies annually 400,000 bales of cotton, and thus finds profitable employment for her commercial marine, France is deprived of the advantages of this trade. The fault is found in the apathy of our cotton-spinners and in our custom-house regulations. Cotton from the Indies, imported in the direct trade in French vessels, ought to be admitted free of duty; and the impost on cotton introduced from the entrepots of Europe should be extremely moderate."

The articles of domestic produce usually shipped from the United States to France, besides cotton and tobacco, are hops, fish, pot and pearl ashes, whale-oil and whale-bone; and those of foreign produce are principally sugar, coffee, teas, cocoa, pepper, and other spices. The principal articles imported into the United States from France are wines, brandies, silks, olive-oil, jewelry of all kinds, and, latterly, some cotton goods. An examination of the details of the trade in these articles could add nothing to the inferences which the general tables, already presented, suggest.

In the year 1793 an act was passed by the National Assembly, interdicting direct commercial intercourse between foreign nations and the French republic. This act, although never formally repealed, has been practically abrogated by the introduction of numerous modifications. Even foreign goods actually prohibited are admitted to entrepot for re-exportation at the ports of Marseilles, Bayonne, Bordeaux, Nantes, Havre, and Dunkirk, on payment of specified duties; and these goods may be transferred from one bonded warehouse to another. Goods not prohibited may be thus transferred by land, on the terms of the transfer, free of duties. Arles, Port Vendée, and Strasbourg are points where merchandise not prohibited is received in bond, and from which

it can be exported by sea only. There is also, at Lyons, a special depot to which all the ports of bonding depots may transmit merchandise for consumption or exportation.

By the terms of the convention of the 24th June, 1822, the time for levying discriminating duties has long since expired. The only charges upon commerce, in articles of home produce, which can be made by either country, are duties upon tonnage; and they are specifically limited to five francs (or ninety-four cents) per ton on the vessel's measurement, which is to be calculated according to the American vessel's register, and the French vessel's passport. This tonnage duty exceeds the amount levied by France on every other country, and thus operates injuriously to American interests. Vessels of all other countries, except Great Britain, pay seventy-seven cents. British vessels, going direct to France, pay twenty cents; going in ballast from any other country, nothing. Other trivial port charges, such as light-money, permits, certificates, &c., are charged equally to all nations.

The inequality in tonnage duties, alluded to, gives great advantages to some other nations over both France and the United States. This is the case as regards Austria, the Hanseatic League, and several other countries, which, by the terms of their treaties with the United States, are permitted to carry on an indirect trade. The vessels of these nations, being subjected to a lower duty than ours in France, and a lower duty than French vessels in our ports, are thus enabled to carry merchandise to and from the United States cheaper than the vessels of either country can do it. In this way they have monopolized no inconsiderable portion of the carrying trade between the two countries.

The reciprocity stipulated in the convention of 1822 extends only to articles of the growth, produce, or manufacture of the respective countries. To admit a cargo from the United States to the advantages secured by the treaty, it must be certified by the French consul at the port of clearance to be of the growth, produce, or manufacture of the United States. The American ship-master is subjected, in a French port, to many small charges for the authentication of certificates, &c., from which the French master is exempt in our ports. Most of these are, probably, sheer abuses, without authority of law. They practically operate as an increase of duties, not warranted by the provisions of the treaty.

There is a stipulation in the convention of 1822, by which products of the United States, carried in American vessels, after a certain period, are to become liable to no higher rate of duty than if imported in French vessels. This does not include tin, the products of the fisheries, or spermaceti, simply pressed. Copper and lead(*a*) are also excepted; but, in point of fact, are admitted to the advantages of this provision, if it be shown that they are of American production.

The prospects of future commerce with France depend upon a variety of facts and contingencies. The facts, of a permanent character, which operate upon them, are the natural capabilities of the countries, the populations, and the subdivisions of their labor; the contingencies chiefly arise from their relations to other countries and their legislation. The facts bearing upon the subject, in the United States, are to be found in its history and its census, and are familiar to all. Those respecting the French empire, may be briefly summed up in a suggestive rather than an elaborate form. France proper, to which alone reference is now had, lies between 42° 49′ and 51° 5′ north latitude, and embraces an area of 204,355 square miles, greatly variegated by mountains, streams, and plains. The soils and their proportions are as follows:

Mountain country	8	Soil of stones	13
Land, or plains	10½	" sand	10
Soil of rich mould	14	" clay	5
" chalk	18	" marsh	0½
" gravel	7	Various soils	14
		Making an aggregate of	100 parts.

(*a*) Circular letter of the Customs Administration, September, 1827.

One-half the area of France is cultivable; and of this, nine parts are meadow; four and a half parts vineyard; fifteen parts woods and forests; fifteen, downs, pastures, and heaths; all the remainder consisting of roads, cities, canals, vegetable gardens, &c. It presents every variety of geological formation, exhibited in almost every variety of known relations. All the departments, eighty-five in number, contain mineral substances. There are thirty-six coal-fields in thirty departments. The most important are those of the Loire, embracing an area of 42,000 acres, lying between the Loire and the Rhone, down which their products reach markets. Next to these come those of Nord, Saone, Avignon, Gard, and Calvados. The remainder are small. The annual produce of coal exceeds 3,000,000 tons. France is surpassed by England only in the production of iron. There are twelve iron mines in operation. Lead, silver, antimony, copper, and magnesia are found, but do not assume commercial importance. Salt is made in several localities, and has become a considerable source of wealth. 300,000 persons are engaged in mining, and their operations show an annual value of $80,000,000.

The population of France, in 1851, was 35,781,628. The increase in the preceding ten years was nearly 2,000,000. A like increase would give in 1855 a population of fully 37,000,000. A little less than one-half are males. Those of them who were old enough to vote under the late Republican constitution were employed as follows:

Working class, or paupers	6,585,000
Manufacturing, commercial, and agricultural capitalists	927,000
Learned professions, and independent incomes	425,000
Paid officials, army, navy, and pensions	379,000

About the same distribution of employments yet prevails. Schools are provided for only about one-sixteenth of the children. The revenues of France are direct and indirect. The average aggregate annual revenue, from all sources, is about $180,000,000. The national debt is over $100,000,000.

Wheat is the most important of its vegetable productions. Next to it is the vine, which extends over the southern half of the empire.

The number of acres under vine cultivation exceeds 5,000,000, giving employment, in the cultivation of the vine and the manufacture of wine, to about 2,000,000 of persons, (mostly females,) and in its transportation and sale, to 250,000. The average home value depends, as does all other produce, on the supply and demand; rarely, however, exceeding 20 cents, or falling below 10 cents per gallon. The vine disease, now more or less prevailing in all wine-producing countries, has increased the average price of wine from 100 to 175 per cent.

In 1849 there were produced in France, in round numbers, 925,000,000 gallons of wine. This was an increase over the quantity produced in 1839 of 115,000,000 gallons; but there were half a million of acres more under cultivation. The quantity annually exported averages about 45,000,000 gallons.

In 1849 there were exported			41,000,000	gallons.
1850	"	"	42,000,000	"
1851	"	"	49,500,000	"
1852	"	"	53,200,000	"
1853	"	"	43,500,000	"

The quantity exported in 1854 has not been ascertained. About 90,000,000 gallons are annually distilled into brandy, the exportation of which is under special government restrictions. One hundred and thirty-three million gallons of wine, in its various forms, are annually exported to foreign countries. The government derives a considerable portion of its internal revenue from the manufacture of wine. The excise duty in 1853 amounted to upwards of $22,000. Besides the 90,000,000 gallons converted into brandy, it is estimated that 220,000,000

gallons are manufactured into other kinds of spirits. If this estimate be correct, there will be left for home consumption over 700,000,000 gallons, or about 21 gallons for each inhabitant.

The disease of the vine, during the past few years, has been very destructive in France, Spain, Madeira, and other old wine-producing countries. Should the disease unfortunately continue in those countries which have hitherto supplied the markets of the world with this beverage, the day may not be distant when the United States shall become the exporter instead of the importer of wine. The vine culture has already attracted attention in the western and southern States.

The following table will exhibit the annual value of each of the chief products of France, all which enter into or influence its commerce:

Products.	Quantity.	Value.
Wheat.....bushels.....	150,000,000	$180,000,000
Rye and mixed corn.....do.....	85,000,000	70,000,000
Buckwheat.....do.....	26,000,000	13,000,000
Barley.....do.....	38,000,000	30,000,000
Peas and beans.....do.....	3,970,000	7,500,000
Potatoes.....do.....	56,000,000	11,500,000
Oats.....do.....	90,000,000	54,000,000
Indian corn.....do.....	12,000,000	9,000,000
Wine.....gallons.....	800,000,000	100,000,000
Hemp.....	.....	6,000,000
Raw silk.....	.....	3,000,000
Flax.....	.....	4,000,000
Madder.....	.....	1,000,000
Fuel and timber.....	.....	28,000,000
Olive oil, rape seed, &c.....	.....	12,500,000
Tobacco.....	.....	1,500,000
Chestnuts.....	.....	1,500,000
Aggregate annual value of products..	.....	532,500,000

The wild animals are not numerous enough to have any material influence upon trade. It is not so with those domesticated. The annual value of the wool grown from sheep is about $18,000,000. This branch of industry is very inadequately attended to. There are fourteen or fifteen different species of beeves, and the total number of all kinds is about 12,000,000. This branch of husbandry is also much neglected. In the southern departments, olive-oil supersedes butter. The horse is not as well managed as in England, nor are there as many horses. Hogs are abundant, and so are domestic fowls. The latter are well attended to.

Landed property is more minutely divided in France than anywhere else in Europe, or even than in the United States. In a few departments may be found estates of two hundred acres; but they are rare, and daily becoming more so, as the law divides the realty equally among the children. The greater portion of the farms are now less than twenty acres. Improvements in the methods of cultivation progress languidly, and the methods of manuring and rotation of crops and of employing machinery continue to be very defective.

Commerce and manufactures may be justly said to have commenced with Charlemagne. They were repressed during the feudal ages, when the barons enslaved the artisans and peasants. They were revived by the return of the crusaders, who brought a taste for the luxuries of the East. Louis XIV well understood their importance. The death of Colbert and the revocation

of the edict of Nantes again paralyzed them, and the industry of France became subjected to monopolies. They continued enslaved, in a great measure, until the revolution of 1789 unfettered them. Since that period, legislation has favored them by keeping them free, and giving full scope to individual enterprise and genius. They have only been retarded or disturbed by the intervention of wars. Their progress has, of late years, been wonderfully accelerated by the progress of science and its application to machinery and the useful and ornamental arts. Of scientific stimulants, the most important has been the application of steam-power. To science are also attributable metallurgy; the processes of dyeing; the various preparations of animal substances; the weaving of cloths, cashmeres, and damasks; the making of paper, watches, and clocks, and of fine and common pottery; the manufacture of silks and tissues; and numberless other useful and tasteful arts, which have spread wide the wings of commerce.

The average annual value of the exports of France, from 1825 to 1833, was about $84,168,160, and of its imports $79,785,042. The official statement of the imports and exports, for the years 1844 to 1853, estimated in francs, were as follows:

Years.	IMPORTS.		EXPORTS.	
	French vessels.	Foreign vessels.	French vessels.	Foreign vessels.
	Francs.	*Francs.*	*Francs.*	*Francs.*
1844	378,200,000	454,100,000	385,400,000	440,500,000
1845	399,500,000	474,000,000	408,500,000	454,700,000
1846	425,600,000	468,500,000	403,600,000	456,100,000
1847	448,000,000	526,000,000	433,000,000	531,000,000
1848	325,000,000	254,000,000	386,100,000	476,100,000
1849	401,000,000	349,200,000	540,000,000	538,600,000
1850	410,000,000	361,200,000	526,500,000	656,900,000
1851	392,100,000	341,800,000	560,900,000	703,700,000
1852	471,500,000	457,800,000	559,700,000	745,600,000
1853	507,000,000	522,100,000	619,700,000	869,000,000

The number and tonnage of the vessels employed in the foreign trade of France during the same years were as follows:

YEARS.	INWARDS.				OUTWARDS.			
	FRENCH VESSELS.		FOREIGN VESSELS.		FRENCH VESSELS.		FOREIGN VESSELS.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
1844	6,392	679,066	10,070	1,359,789	5,369	577,032	6,396	674,101
1845	6,920	746,310	10,775	1,439,320	5,739	651,670	6,313	734,822
1846	8,184	879,808	12,113	1,680,290	5,595	654,972	6,623	709,806

The following table, made up from materials contained in "Annales du Commerce Extérieur," brings down this statement of the amount and character of the foreign navigation statistics of France to the year 1853, the entrances and clearances being given in aggregate:

Navigation table continued to 1853—*the entrances and clearances united.*

YEARS.	FRENCH VESSELS.		FOREIGN VESSELS.	
	No.	Tonnage.	No.	Tonnage.
1847	9,701	1,047,000	20,794	2,708,000
1848	10,010	1,049,000	13,320	1,626,000
1849	11,200	1,142,000	14,768	1,721,000
1850	11,808	1,192,000	16,892	2,110,000
1851	11,668	1,202,000	19,247	2,389,000
1852	11,216	1,199,000	19,803	2,546,000
1853	12,132	1,339,000	20,425	2,743,000

The special (*a*) commerce of France with foreign countries in 1853, was distributed as exhibited in the following table, estimated from official sources:

Countries.	Imports into France.	Exports from France.	Countries.	Imports into France.	Exports from France.
	Francs.	*Francs.*		*Francs.*	*Francs.*
Great Britain	92,000,000	317,000,000	Zoll-Verein	58,000,000	45,000,000
United States	158,000,000	217,000,000	Switzerland	37,000,000	54,000,000
Belgium	140,000,000	123,000,000	Russia	68,000,000	11,000,000
Sardinia	104,000,000	67,000,000	Turkey	51,000,000	22,000,000
Spain	44,000,000	69,000,000	Brazil	14,000,000	34,000,000

The following table exhibits the values of the chief articles imported and exported in 1853:

Articles.	Official value in francs.	Articles.	Actual value in francs.
Cotton, raw	155,100,000	Silk cloth	550,900,000
Silks, raw	149,600,000	Cotton cloth	114,400,000
Cereals	140,600,000	Woollen cloth	175,400,000
Silk tissues	137,800,000	Wines	145,500,000
Cotton cloth	75,100,000	Toys and other manufactures of wood	76,300,000
Wool, raw	68,200,000	Silks	55,700,000
Wood, common	45,700,000	Cereals	65,800,000
Stone coal	44,700,000	Skins, worked	63,100,000
Oil seeds	40,700,000	Glassware	21,800,000

The manufacture of cotton was first introduced in 1770, and has increased at an enormous rate. The total number of persons now employed in it is near 300,000. The total value of all the manufactures of France, annually, is 1,600,000,000 francs, and they are rapidly increasing.

The commercial legislation of France, which the Tariff, inserted under its appropriate head, (*b*) is more especially designed to illustrate, has undergone, during the past few years, several important modifications. The latest, and not the least advantageous to the tonnage interests of the United States, is a decree which allows foreign-built vessels to be naturalized, and to take the French flag with all its privileges, on the payment of 10 per cent. on their assessed value.

(*a*) By "special" is meant for interior consumption.

(*b*) Part II.

This will create a new market, and an active demand for American vessels of 500 to 900 tons, and especially for steamers of 1,000 to 1,200 tons.

A decree has also been promulgated admitting lumber, timber, naval stores, &c., free of duty for three years. Another extends to December 31, 1856, the decree of October 9, 1854, exempting from tonnage duties all vessels wholly laden with breadstuffs, flour, rice, &c.; and, if only partially laden therewith, an exemption of tonnage duties proportionate to the quantities of such cargoes. A decree has also been published, reviving an old decree of 1816, exempting from tonnage duties all vessels entering French ports for the purpose of exporting salt, on which article the export duty has been suppressed.

Early in 1855 important movements were made in France, indicating an evident disposition in favor of the introduction and more general consumption of American salted provisions. From 1852 to 1854 the price of salt meats advanced at the extraordinary rate of 40 to 45 per cent. This state of the provision market immediately arrested the attention of the government, and various projects were adopted with a view, not only to prevent a further increase in prices, but also to reduce the rates already raised to so exorbitant a figure. The import duty on foreign cattle was lowered, viz.: from $10.23 to $0.74 per head, on beef; and every means was resorted to likely to encourage the use of salted beef amongst the general mass of the French people.

To this end, the duty on salted meats has been successively reduced from $5 58 to $3 72, and again to $1 86; and in the month of September, 1855, it was further lowered to 9½ cts. per 100 kilogrammes (220 lbs.)

The effect of this reduction of duty has been to open the markets of France to American salted provisions; and the importation has increased, since that period, to such an extent as to render it not at all improbable that this article will, henceforth, become a leading staple of export from the United States to France.

England is now almost exclusively supplied with salted meats by the United States and Ireland, the latter country exporting about an equal quantity with the former. The supply from the United States could be made always to equal the demand; and if France should open her ports to American salted provisions, the consumption in that country would be almost exclusively supplied from the United States.

The following brief summary of the trade in salted provisions in France during the past twenty years will exhibit the development which this article of American produce has made in that country.

In 1834, the importation into France of salted meats reached only 3,527 quintaux, equal to about 777,844.58 lbs. After a lapse of twenty-one years—that is to say, in January, 1855, and during that single month—the importation reached as high as 3,720 quintaux, exceeding the importation of the whole year of 1852 by 203 quintaux, or 44,769 lbs.

Prime pork is imported into France in barrels of 331½ lbs. gross, in brine of grey salt, and is usually sold at from $14 80 to $15 81 the barrel.

For the English market such pork is exported from the United States in tierces of 304, 320, and 336 lbs., and in barrels of 200 lbs.

American mess pork is too fat for the French market, and seldom finds a purchaser; American sugar-cured hams, however, always find a ready market and a brisk competition among purchasers. Shoulders, well cured and put up in hogsheads of 994 lbs., are equally in demand, and bring from $18 60 to $19 53 per 220 lbs.

A similar feeling is manifested in France in behalf of her colonies. By decree of 10th March, 1855, the duty on salted meats has been reduced as follows: Into Martinique, Guadaloupe, Guiana, and Reunion, salted meats of whatever origin, or under whatever flag, pay 9½ cents per 220 pounds. This measure has attracted the attention of pork merchants of the United States, and already heavy freights of this article have been forwarded to those islands.

Various other modifications have been decreed, but as they relate mostly to the tariff regula-

tions, they are merely alluded to here for the purpose of noting the tendency to a more liberal commercial policy which has, of late years, been observable in French legislation. Recent custom-house returns, published in France, show that the revenue to the state during the first six months of 1855, upon eighteen different articles, the duties on which have been lowered, was 34,181,574 francs, against 18,258,808 francs, derived from the same description of merchandise during the corresponding six months of 1854.

Such figures supply the best argument in favor of free trade, especially in a country in which a prohibitive and protective system has so long prevailed. The annexed table will also illustrate the wise policy by which, it would appear, that the commercial legislation of France is henceforth to be shaped.

Navigation between France and foreign countries—1855, 1854, *and* 1853, *compared.*

PORTS OR PLACES.	ENTRY OF VESSELS INTO FRANCE.						DEPARTURE OF VESSELS FROM FRANCE.					
	FRENCH.		FOREIGN.		TOTAL.		FRENCH.		FOREIGN.		TOTAL.	
	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.	No. of ships.	Tonnage.
In the first 10 months *of* 1855:												
Marseilles'	2,214	409,564	2,441	431,262	4,655	840,826	1,527	350,993	1,529	216,200	3,056	597,193
Havre	616	137,889	1,389	383,228	2,005	521,117	311	79,258	624	216,862	935	296,100
Bordeaux	855	99,053	462	103,876	1,315	202,929	391	73,427	166	37,638	557	111,065
Nantes	786	87,688	173	27,061	959	114,749	167	43,757	44	5,586	208	49,423
Rouen	390	28,632	588	61,175	978	89,807	152	17,771	163	13,715	315	31,486
Dunkerque	325	35,380	710	67,578	1,053	102,958	125	12,225	287	27,770	412	39,993
Boulogne	9	1,107	949	152,807	958	153,914	4	494	711	118,378	715	118,872
Calais	410	45,445	871	114,704	1,281	160,149	402	46,414	633	78,839	1,035	125,253
Cette	309	33,031	316	21,251	625	54,282	206	20,720	246	26,879	452	47,599
Other ports	2,185	169,570	3,485	357,957	5,668	527,527	1,605	135,652	2,298	141,641	3,905	277,253
Total 10 months of 1855	8,099	1,047,359	11,384	1,720,899	19,479	2,768,258	4,890	780,711	6,701	883,608	11,590	1,694,237
For 1854	8,285	992,327	9,543	1,378,259	17,828	2,378,626	4,918	681,189	6,895	911,813	11,813	1,393,002
" 1853	7,639	880,293	9,574	1,385,355	17,213	2,265,648	5,845	600,049	7,678	902,001	13,525	1,392,050

The preceding statement exhibits the navigation between France and foreign nations in 1855 as compared with 1854 and 1853. The following statement exhibits the exports of principal manufactured staples in 1855 compared with 1854:

Table of exportations of the principal articles of merchandise from France, in 1855 *and* 1854, *compared.*

Articles.	French and foreign during the first 10 months of 1855.	French and foreign during the first 10 months of 1854.	Articles.	French and foreign during the first 10 months of 1855.	French and foreign during the first 10 months of 1854.
Drinks:			Cotton tissues:		
Wine, ordinary ..... gallons.	18,286,000	27,286,500	Unbleached and white ..... lbs..	9,393,300	7,062,000
de liqueur ..... do..	435,000	344,100	Painted and dyed ..... do..	6,902,900	6,644,600
Brandy, pure alcohol ..... do..	2,102,000	3,042,920	Tulle ..... do..	123,040	156,340
Spirits of wine, pure alcohol. do..	144,100	158,000	Others ..... do..	4,776,900	4,685,600
Machines and mechan'l apparatus. lbs..	1,326,330,000	1,681,000,000	Flax and hemp tissues:		
Modes, millinery, &c ..... do..	1,962,000,000	1,242,500,000	Linen ..... do..	4,387,700	2,920,300
Porcelain, fine and common ... do..	7,300,000	9,550,000	Cambric and lawn ..... do..	105,180	96,340
Soap, (perfumed *excepted*) ..... do..	13,000,000	10,799,000	Others ..... do..	204,400	178,360
Silk:			Woolen tissues:		
Raw ..... do..	1,808,560	1,819,360	Cloths, cassimeres & merinos. do..	5,700,320	4,991,700
Dyed ..... do..	90,180	84,450	Others ..... do..	6,676,600	6,230,900
Floss of all sorts ..... do..	441,000	366,000	Silk tissues ..... do..	6,572,880	6,185,240
Sugar, refined ..... do..	55,575,000	46,363,000	Glass and crystal ..... do..	48,117,300	41,542,000

In addition to the numerous tables already given, the following statement is submitted, exhibiting the general direct trade between the United States and France during a period of eleven successive years:

Comparative statement of the commerce of the United States with France, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$12,330,171	$3,170,233	$15,500,404	$21,595,425	126,417	141,032	14,104	10,690
1846	13,601,650	1,528,925	15,130,575	23,911,332	113,554	134,679	13,714	12,116
1847	18,592,531	505,087	19,097,618	24,900,841	139,672	160,657	29,535	23,107
1848	15,374,885	4,444,425	19,819,310	28,096,031	156,326	132,546	24,837	27,387
1849	12,523,759	2,986,824	15,510,583	24,363,783	102,017	127,888	33,917	30,388
1850	17,950,277	1,883,070	19,833,347	27,538,025	114,867	128,747	42,852	26,392
1851	25,302,085	2,950,061	28,252,146	31,715,553	142,842	163,707	41,154	33,160
1852	22,190,070	1,800,575	23,990,645	25,890,266	193,242	214,763	46,768	17,602
1853	25,120,806	1,450,978	26,571,784	33,455,942	189,916	201,181	37,966	14,888
1854	30,968,252	1,179,729	32,147,981	35,781,393	233,148	230,052	31,833	18,091
1855	31,623,898	1,254,230	32,878,128	31,609,131	199,695	266,823	28,765	16,063

FRENCH COLONIAL POSSESSIONS.

FRENCH COLONIAL POSSESSIONS.

I. FRENCH WEST INDIES.

THE French colonial possessions in the West Indies formerly comprised a domain of great extent and value, agriculturally and commercially. The war consequent upon the great revolution in France terminated in an almost total destruction of her power in the New World. Hayti was then wrested from her. Her necessities compelled her to dispose of Louisiana. At the close of the war in 1815, the naval power of Great Britain had enabled her to seize every one of the French islands, and drive the fleets of France from the seas. By the treaty of peace consummated in 1814, and confirmed in 1815, England released to her some of the captured islands. Her possessions in that quarter now consist of Martinique, Guadaloupe and adjacent islands, and the north side of St. Martin.

The intercourse between the United States and the French islands (San Domingo being then included) was originally regulated by an *arret* of the French government, dated the 30th of August, 1784. American vessels of at least sixty tons were admitted into certain ports in these islands, laden with lumber of all kinds, dye-woods, live stock, salt beef, salt fish, rice, raw hides, peltry, rosin, pitch, and tar, which they exchanged for rum and molasses, and goods of French manufacture, paying thereon the local duties and one per cent. ad valorem on all imports and exports. A further duty of three livres was imposed on every hundredweight of salt beef and fish, to form a fund for premiums to be given for fish from the French fisheries. The colonial legislatures were authorized, in times of scarcity, to suspend this law. Prior to the French revolution, the policy of France was in contrast with that of England. That of England was to monopolize the carriage of the articles exchanged; that of France to monopolize the articles themselves. The former was willing that the United States should have sugar and coffee, provided they were carried in British bottoms; the latter was willing that the United States should supply her sugar and coffee plantations with certain articles she was unable to furnish herself, but would not allow them to receive, in return, the most valuable productions of the colonies. They were reserved for consumption in the mother country, and to augment the national wealth. Under these regulations, the United States were prompt in availing themselves of the advantages of the carrying trade to and from the French islands.

In 1786, our exports, domestic and foreign, to the French West Indies, were of the value of 13,263,000 livres; and our imports, from thence, of the value of 7,263,000 livres; (*a*) and the American vessels engaged in the trade had an aggregate of 5,095 tons burden. Upon the declaration of war against Great Britain, in 1793, France opened a free trade with all her colonies. She offered the United States the monopoly of this trade, on condition of a guaranty of her possessions, which was wisely declined. Our trade with the islands, during the war, was

(*a*) The livre was a coin of France prior to 1797; 81 livres being equal to 80 francs.

nevertheless much augmented. Our proximity enabled us to seize the advantages in advance of other countries. The following table exhibits the imports from and exports to the French West Indies for the years designated:

Years.	Imports.	Exports.
1795	$15,751,758	$4,954,952
1796	15,743,774	8,408,946
1797	14,030,337	8,565,053
1798	15,380,091	5,344,690
1799	2,022,929	2,776,694
1800	9,385,111	5,123,433
1801	13,593,255	7,147,972

The exports of our domestic produce, during the years 1804, 1805, 1806, and 1807, were of the average value of $2,800,000, and of foreign produce between $3,000,000 and $4,000,000. Our imports, during the same period, were of much greater value; but the principal part of them were reshipped to France and other countries. About the latter part of the year 1807, the English had become possessed of nearly all the French islands, and they were not restored to France until 1814; and then with the loss of the most important one—St. Domingo. Its loss greatly reduced the amount of commerce of those islands with the United States, as is exhibited by the subjoined statement of imports and exports from 1821 to 1833:

Years.	Imports.	Exports.	Years.	Imports.	Exports.
1821	$900,619	$896,435	1828	$896,651	$1,024,771
1822	969,509	961,002	1829	777,992	1,072,407
1823	938,613	867,595	1830	518,687	805,769
1824	884,084	811,732	1831	671,842	717,877
1825	848,968	1,011,956	1832	578,857	624,975
1826	973,270	956,174	1833	511,242	613,719
1827	921,330	1,040,853			

The conditions of our commercial intercourse with the French West Indies were again changed by a royal ordinance bearing date the 5th February, 1826, and an act of Congress bearing date the 9th May, 1828. By the former, it is ordained that, after the 1st July following, all vessels, either foreign or national, may import into Guadaloupe and Martinique certain articles of merchandise, specified in the tables accompanying the ordinance, on paying the duties therein required, without regard to their flags. This ordinance, also, annuls all then existing tariffs. The act of Congress admits all French vessels "coming directly from the islands of Martinique and Guadaloupe, and laden with articles the growth or manufacture of either of said islands, and which are permitted to be exported therefrom in American vessels," into the ports of the United States, on payment of no higher duties on tonnage or on cargoes than are imposed on American vessels, and on cargoes imported in American vessels. The French ordinance exempts foreign vessels, also, importing the articles thus authorized, from any other duties or tonnage, or any port charges, but those to which the vessels of France are subjected The importation of other articles than those specified by the ordinance, by foreign vessels, is prohibited; and articles allowed to be imported can only be re-exported from one colony to another by French vessels. The imports and exports under these regulations have already been given up to the

year 1833. The following table exhibits them from the year 1844 up to the close of the year 1855, inclusive, embracing a period of twelve years:

Years.	Imports from French West Indies.	Exports to French West Indies.	Years.	Imports from French West Indies.	Exports to French West Indies.
1844	$374,695	$617,546	1850	$75,684	$287,668
1845	415,032	564,103	1851	22,909	310,281
1846	348,236	635,621	1852	46,287	455,444
1847	151,366	603,164	1853	52,304	398,259
1848	127,039	489,924	1854	161,085	612,027
1849	71,469	194,998	1855	44,434	409,701

On the 8th of December, 1849, the tariff of 1826 was somewhat modified by slightly enlarging the imports; but the equal conditions upon which national and foreign vessels were placed in respect of tonnage and port charges were not disturbed.

The prospects of an increase of our trade with the French West India possessions, and the motives to impel us to strive to obtain it, will be found in a brief summary of their natural resources and the condition of their population.

The island of Guadaloupe lies between 15° 58′ and 16° 13′ north latitude, twenty miles north of Dominica. Its dependencies are Marie-galante, La Desirade, Les Saintes, and a portion of St. Martin. The aggregate area of the whole of them is 309 square miles, and the populations of all 135,000. The central ridge of Guadaloupe is a chain of volcanic mountains 3,000 feet high. From its bases a multitude of rivulets descend, watering the low lands to the sea. The Saintes are three small islands situated between Guadaloupe and Marie-galante; Desirade is 10 miles long and 5 miles broad. Marie-galante approximates to a circle, and is 14 miles in diameter. The soil of Guadaloupe is light and easy of tillage. The climate is excessively hot, but much tempered by the sea-breeze. About 86 inches of rain falls during the year. About one-half its surface is planted in sugar-cane. The improvement in machinery has added much to its productive powers. The live stock consists of black cattle, sheep, and mules. Guinea grass is the only forage grown. The annual value of all the produce exported averages 25,000,000 francs, and consists, chiefly, of raw sugars, rum, and molasses, with some coffee, dye-woods, cotton, copper, &c. Nearly all these exports go to France. The imports consist of salt meats and fish; flour, olive oil, cotton, linen, and silk fabrics; wine, perfumery, &c.: the annual value of which equals that of the exports. About 500 vessels, measuring an aggregate of 50,000 tons, enter and depart during the year.

Martinique is situated between latitude 14° 23′ and 14° 52′ north. It is about 28 miles long, and 10 in average breadth, with an area of 290 square miles, and a population of 15,000. Mountains occupy its centre, sloping into plains towards the sea-shore. About one-third of the island is level land, and cultivation ascends 1,500 feet along the mountain-sides. The staple product is sugar; its other products are like those of Guadaloupe. The annual value of its exports is a little under 20,000,000 francs, and the imports are of a like value. About 750 vessels, French and foreign, are engaged in the trade.

Both these islands are divided into arrondissements, and have a governor and legislative council, and judicial tribunals. Slavery was abolished in all the French colonies some years since. The larger portion of their population is black.

II. FRENCH GUIANA, OR CAYENNE.

A DECREE of the French government, issued in 1822, and continued by a decree of the governor of the colony dated the 23d December, 1833, gives an advantage to French goods shipped directly from French ports in French vessels, and to French goods and products of French colonies brought in French vessels, over the foreign trade, in the rate of duties they impose. The products of the colony carried to France, in French vessels, have also an advantage over products carried to other countries in foreign vessels. The only duties paid by French or foreign vessels remaining in port over seventy-two hours, without putting out or taking in any cargo, are pilotage and fees to the custom-house guards.

Cayenne is the most easterly of the three colonies. It extends along the coast from the river Maroni to the Ozapoh, the boundary of Brazil. It lies between 2° and 6° north latitude. Its length, from north to south, is 250 miles, and the breadth varies from 100 to 190 miles, comprising an area of 27,560 square miles, and containing a population of 5,056 whites, and 16,592 blacks. The coast is an alluvial tract of great fertility, and the uplands are also very fertile. There are upwards of twenty rivers of tolerable size, which are navigable from 30 to 60 miles, for small craft. About one-eighth part of the surface is occupied; the remainder is left to Indians and wild beasts. The articles cultivated are the sugar-cane, coffee, cotton, cocoa, cloves, annatto, pepper, cinnamon, nutmegs, corn, &c. There are about 40 large establishments for the manufacture of sugar, and about 50 sugar-mills, most of which are worked by steam. The imports are chiefly from France, being about 2,675,000 francs in value. The imports from other countries amount to about 550,000 francs. The exports are of the value of 3,128,000 francs, and are nearly all shipped to France. About forty French vessels, of the aggregate burden of 7,000 tons, usually enter, and about the same number clear from Guiana every year. Some twenty or thirty foreign vessels enter and depart each year. These statistics are not exact, but, probably, approximate nearly enough for practical legislation in reference to them.

III. CORSICA.

THIS island is now a department of France. Its commerce is regulated by a decree dated the 16th of December, 1815, sanctioned by a royal ordinance of the 13th of November, 1816. The laws of the 21st of April, 1818, and the 17th of May, 1826, regulated the details. The ordinance of 1816 authorized the importation on the French continent of certain articles, free of duty; and the laws of 1818 and 1826 extended the privilege to all the products of the soil. These regulations remained in force until 1835, when a more liberal policy was adopted. This was forced upon the government by the prevalence and extent of the contraband trade. The new system makes no change in the duties, port charges, &c., on foreign shipping, but only provides a more efficient police. It allows to Corsica an admission of her products in certain French ports, and grants to her manufactures, previously excluded, the same privilege. Foreign merchandise is allowed to be carried to Corsica, after paying the duties imposed by the general tariff in some French port. Other small charges are made on foreign goods, by the authorities of the island.

Corsica lies between 41° 27′ and 43° 1′ north latitude. Its southern extremity is ten miles north of Sardinia. Landed property has been, for ages, equally divided among the children, and, consequently, is even more minutely sub-divided than in France. Tropical fruits are abundant. The corn grown does not supply the demand. There is an immense product of chestnuts and honey. The wealth of the agriculturist is chiefly in his cattle. There is a full supply of horses, oxen, mules, and asses. Hogs are plentiful. There are about 400,000 head of sheep.

The fisheries are of great value. They have only manufactures of coarse woolens, a few tanneries and potteries, and two or three of glass and soap. The exports consist of timber, fire-wood, wines, dried fruits, oil, silk, leather, and fish, and these in inconsiderable quantities. The imports from France amount annually to about $1,000,000; from all other places to little or nothing.

IV. ALGERIA.

The duties and port charges for the north of Africa are regulated by the royal ordinance of 11th November, 1835. It restricts the trade between France and Algeria to French vessels, (*a*) and exempts them from port charges. Foreign vessels, laden or in ballast, pay on entering the port 37½ cents per ton. A duty of $9\frac{35}{100}$ cents is levied upon the permit to load or discharge cargoes, and on the passport. There is no fee for discharge, clearance, or certificate. On the production of the custom-house certificate, the products of foreign countries, passing through French ports, are freely admitted. When products of foreign countries are carried directly to Algeria, they pay certain specified duties. There is an export duty upon every thing shipped to foreign ports, except grain and flour, equivalent to the usual French export duties. Exports of articles not allowed to be exported from France pay 15 per cent. *ad valorem*. There are entrepots, where foreign goods may be warehoused, and taken for re-exportation to France, or any other entrepot, free of duty. There are also quarantine fees required to be paid.

Algeria comprises ancient Numidia, and a strip of country south of the Atlas, and extends eastward along the Mediterranean, from Morocco, about 600 miles. It is intersected much by spurs of the Atlas chain. There are but few valleys of any size. The largest is 50 by 20 miles. Some of these valleys have fine soil. There are a number of rivers, some of which are navigable for small craft. Salt and iron are everywhere abundant. Precious stones and metals are found in some of the streams. The mountains are shrouded in deep forests. The northern portions are assimilated in productions to southern Europe. South of the Atlas, dates and palms are plentiful. The country abounds in lions, panthers, hyenas, bears, leopards, wolves, and wild cats. Coral is abundant on the coast.

The population of Algeria is composed of nine distinct races, viz: the Berbers, who constitute about one-half; the Mozabs; the Moors; the Arabs; the Negroes; the Jews; the Turks; the Koolouglis; and the European, who are chiefly French. Agriculture is little attended to, and nearly exclusively by the Arabs. Their manufactures exhibit little skill. The external commerce is in the hands of the Jews. The articles principally manufactured are silks; coarse linens, saddles, carpets, iron implements, and pottery. The coral fisheries are open to foreigners, who pay a rent for them. There were in 1836, 245 boats engaged in this fishery, which paid a revenue to the French of about $50,000. The value of the coral exported in 1837 was about $350,000.

The soil is so fertile that it has furnished a chief part of the exports, in spite of the negligence and indolence of the cultivators. The general export trade consists of corals, hides, wool, wax, oil, leather, gums, ostrich feathers, dates, and some minerals. The importations are of cotton, woolen, silk, and linen stuffs, wines, fruits, sugar, coffee, hardware, cutlery, &c. The value of the imports is about $12,000,000, and of the exports about $1,000,000. These amounts are based upon data furnished up to 1838, and estimated therefrom. Algeria is governed by the French, and the civil is subordinated to the military power.

(*a*) Decrees have recently been published—of a limited duration, however—granting to foreign vessels the privilege of the carrying trade between Algeria and France, in cereals, breadstuffs, &c.

V. SENEGAL AND DEPENDENCIES.

GORÉE is the only port which foreign vessels are permitted to enter. Vessels of the United States pay a duty of 18¾ cents per ton. (*a*) They are upon an equal footing with those of France in respect to navigation duties. Up to 1831, the exportation of gum Senegal was limited to France. By a royal ordinance of that year, it is permitted to be exported to all countries from the port of Gorée only.

The name Senegal is derived from the great river of that name, and includes several small French colonies, embracing a number of little islands, and a strip of the main land between the Senegal and Gambia rivers. It is divided into a northern and a southern arrondissement. The total native population of these settlements amounted in 1836 to upwards of 18,000. They are all Mohammedan and blacks. The soil of the islands is very poor. The main land, not near the shore, is fertile, and covered with forests. The climate is sultry, and extremely unhealthy. The rainy season lasts from June to October, and breeds fatal diseases. Gold is found near the sources of the Senegal, but attempts to form settlements there have proved abortive. Salt is quite abundant. The vegetable products are varied and luxuriant. There may be found the gigantic palm, the gum, mimosas, ebony, cotton, indigo, coffee, annatto, olives, hemp, cassia, sweet potatoes, millet, maize, &c. The wild animals are the elephant, lion, hypopotamus, boar, buffalo, tiger-cat, deer, and an immense variety of birds. Oxen, goats, mules, horses, and asses are used for domestic purposes, and sheep and hogs are bred.

The articles of export are raw hides, wax, elephant teeth, gum Senegal, cabinet woods, and gold. The value of the exports, including goods re-exported, is about $1,300,000; and the value of the imports is about $2,350,000. The imports are chiefly linen and cotton goods, ready-made clothing, brandy, liquors, wines, and some provisions.

VI. ISLE OF BOURBON.

MERCHANDISE from Europe, or any country facing the Mediterranean, is inadmissible to the established entrepot of this island, unless directly imported from French entrepots, or the place of production; but merchandise of any other origin may be imported under any flag.

This island is situated in the Indian ocean, between latitude 20° 50′ and 21° 24′ south, 440 miles east of Madagascar. It is of an oval shape, greatest length 40 miles, greatest breadth 27 miles. Population about 109,000. Area 900 square miles. It is intersected by two mountain ridges, with volcanoes. There are many small rivers, but none navigable. The valleys of any considerable size are not numerous. It has no safe harbor. The climate is healthy and pleasant. From December to May is the hot and rainy season. The soil is very fertile. In 1836 the surface was distributed into about 65 parts of cultivated land, 14 parts of pasturage, 55 parts of wood, and 97 parts of waste lands. The cultivated parts encircle the island, and press up the sides of the interior mountains. The articles produced are the sugar-cane, coffee, cloves, cocoa, tobacco, and grain; of these, the sugar-cane, grain, and coffee are most largely produced.

The fisheries are excellent. They employ about five hundred persons. The fish taken sell in the island for about $80,000 per annum. In 1848 the population consisted of 108,000 souls. They have numerous brick and lime kilns, tanneries, forges, foundries, tinware factories, breweries, and manufactures of palm-leaf bagging.

The principal articles of export are raw sugar, coffee, cloves, dye-woods, cabinet wood, and saltpetre. The staples are enumerated in the order of their importance, and are of the annual

(*a*) By decree of January 6, 1855, foreign vessels visiting Gorée are subject to a duty of 50 centimes per ton, about one-half of a franc, or 9.3 cents.

value of about $5,000,000. The chief imports are rice, wheat, oil, wines, cattle, timber, salt, glass, porcelain, and cottons and other manufactured goods. The total value of the imports is about $2,800,000.

VII. PONDICHERRY.

The law of the 17th May, 1826, provides that the distinction between the French and foreign factories in India shall be suppressed in the tariff, and that merchandise from any of these settlements (*teak* specially excepted) shall pay no other duties than are imposed on the same articles brought from the French settlements.

The name of Pondicherry is here made to include all the French possessions in India, because it is the most considerable of them. It is situated on the Coromandel coast of Hindostan, in latitude 11° 57′ north. Its population in 1836 was 52,127, of whom 696 were Europeans. The French possessions in India comprise also Chandarnagore, Karikal, in the Carnatic; Mahé, in Malabar; Yanaon, in Orissa; with the territory attached to each. These have a total population of 166,000, of whom 1,000 are whites. The products are rice, grain, cocoa-nuts, betel, indigo, tobacco, and cotton. The annual value of the imports is about $373,000, and of the exports about $1,200,000. The trade, nearly all being at Pondicherry, is with the Coromandel coast, Isle of Bourbon, the Mauritius, and Senegal. Pondicherry would have been a commercial point of great magnitude, but for the changes of ownership, occasioned by the frequent wars of France and England.

VIII. ST. PIERRE AND MIQUELON

Are French fisheries, near the coast of Newfoundland, and the commercial intercourse with them is conducted by French vessels only. They have, however, no trade of value. (*a*)

FRENCH FISHERIES.

BOUNTIES TO MEN AND SHIPS EMPLOYED IN THE FRENCH FISHERIES.

High bounties have, since the year 1767, been paid to those owning ships, and to men employed in the French fisheries.

In pursuance of ordinances dated the 24th June, and 9th and 12th July, 1851, the following bounties were granted for the encouragement of the French fisheries. They came into operation on the 1st January, 1852, and are to remain in force until the 30th June, 1861.

COD FISHERY.

Premiums for chartering and equipping vessels.

	Francs.
For every man engaged in the fisheries, having drying or curing grounds, whether on the coasts of Newfoundland, Saint Pierre or Miquelon, or upon the great Newfoundland bank.....	50

(*a*) French vessels, laden with the produce of St. Pierre or Miquelon, are admitted into the ports of the United States on the same terms, as to duties and tonnage, as United States vessels.—(Laws, May 9, 1828; March 3, 1848; and President's proclamation, April 20, 1847.)

	Francs.
For every man engaged in the fisheries, not having drying or curing grounds, in the Icelandic seas	50
For every man engaged in the fisheries, not having drying or curing grounds, on the great Newfoundland bank	30
For every man engaged in the fisheries on the Dogger bank	15

Bounties on the produce of the fisheries.

1st. On the importation into the French colonies, whether in America or on the other side of the Cape of Good Hope, of every quintal of dried cod-fish, the produce of the French fisheries on the coasts of Newfoundland, Saint Pierre or Miquelon, or which may be taken from entrepots in France	20
2d. On the importation into the above colonies, of every quintal of dried cod-fish, the produce of the French fisheries, if the fish shall be exported from French ports without having been there warehoused	16
3d. On every quintal of dried cod-fish, the produce of the French fisheries, and imported direct from the same or from French entrepots, into such foreign Mediterranean ports (except those of Sardinia and Algeria) in which a French consul may reside	16
4th. On every quintal of dried cod-fish, the produce of the French fisheries, forwarded direct either from those fisheries or from French ports, and imported into Sardinia and Algerian ports	12
5th. For every quintal of cod-sounds that the fishing-vessels may bring into France, the produce of their fishery	20

Vessels departing for the fisheries with drying grounds, whether on the coasts of Newfoundland, Saint Pierre, Miquelon, or the great bank of Newfoundland, shall have a crew whose minimum is to be fixed by a royal ordinance.

WHALE-FISHERY.

The bounties granted in pursuance of the laws of 24th June, and 9th and 12th July, 1851, for the encouragement of the whale-fisheries, shall be fixed as follows, to date from the 1st January, 1852, and to continue in force until the 30th June, 1861:

Bounties on the departure of vessels.

	Francs.
For every ton of shipping outward bound, with crews composed entirely of French sailors	70
And for vessels with crews composed partly of French and foreign sailors, agreeably to the provision that the foreigners exceed not one-third either of the officers or crew	48

Bounties on the return of vessels.

On each ton of shipping where the crew is composed entirely of French sailors	50
On each ton of shipping with a mixed crew	24.5

Under the conditions that the vessels shall have fished either beyond Cape Horn or to the east of the Cape of Good Hope, as far as 62° of latitude, and shall have been out at least sixteen months.

In addition to the above, there shall be allowed to vessels especially manned for the sperm-whale (*cachelot*) fishery, in the Pacific ocean, after they have been at sea for the space of at least thirty months, and during which time they may have reached as far as 28° of north latitude, an additional bounty of 15 francs upon the sperm oil, &c., which they shall bring home.

The bounty on the produce will only be accorded for an account not exceeding 600 tons.

FRENCH COLONIAL TARIFFS.

THE navigation between France and her colonies is confined to French vessels measuring not less than 40 tons, in which the officers, and at least three-fourths of the crew, are French.

FRENCH GUIANA (CAYENNE).

The tariff of this colony is established by decrees of the local authority, sanctioned by the metropolitan government.

Duties on imports.

French merchandise, (with the exception of that admitted free,) imported direct from ports of France or her colonies in French bottoms, pays 2 per cent. ad valorem.

Foreign merchandise (with the exception of that admitted free) permitted to be imported, both under French and foreign flags, viz:

Beef, salted;(*a*) butter; codfish, green, dried and salted; fish, all salted; fish-oil; wheat flour, rye flour and corn-meal; lard; vegetables, fresh and dry; lime, slaked; salt pork; rice; salt; staves; stone-coal; tallow and tallow-candles; tobacco, in leaves; whalebone and whale-oil; wood and pitch-pine, pay..... 5 per cent. ad valorem.
All articles not enumerated above.....10 " "

The following articles are prohibited importation for consumption, and are only admitted in entrepot (*entrepot fictif*).(*b*)

From French colonies in French vessels.

Cocoa, cinnamon, cloves, coffee; cotton, raw; indigo and prepared roucou; all spirituous liquors, with the exception of brandy, French and Martinique cordials; Kirschenwasser and gin; nutmegs, pepper; sugar, raw and whitened, and wool.

From foreign countries and in foreign vessels.

Clothes, ready made, comprising hats and all articles for the feet; cotton, spun; gunpowder; sugar, refined; tissues of cotton, silk, wool, and hemp.

The following articles are admitted free of duty, without reference to their source, under all flags:
Animals, living; agricultural instruments imported for trial; machines and similar articles necessary for colonial industry; specimens of natural history; precious metals in bullion and coin; quick-lime.

By French vessels arriving direct from France.

Utensils and implements of husbandry, especially shovels, hoes, hatchets, ploughs, pruning-hooks and harrows; salt beef; boilers for sugar factories; cod-fish and other salted fish; flour and all other farinaceous provisions; vegetables, fresh and dry; salt pork and red herrings.

Duties on exports.

All products of the colony (except those which are free) exported to France or to French colonies, in French vessels..... ½ per cent. ad valorem.
The same exported to foreign countries in French vessels..... 2 " "

(*a*) By a late decree, salted provisions under all flags and from all countries pay 50 centimes per 100 kilogrammes.
(*b*) "*Entrepot fictif*," a private storehouse, where goods are under the sole supervision of the depositor.

The following products of the colony are subject, on exportation, to the following additional duty, called (*contribution foncière*) "ground tax:"

Denomination of merchandise.	Number, weight, or measure.	In national vessels.	In foreign vessels.
Annatto or roucou	100 kilogrammes or 220 lbs	$0 55⅘	$0 55⅘
Cocoa	do	8⅓	33⅓
Cloves, flowers	do	43½	90 7/10
stalks	do	2	7½
Coffee	do	46⅘	1 02
Cotton	do	37⅕	64⅘
Molasses	do	9 3/10	9 3/10
Ox-hides	Each	1	4
Taffia, (rum)	1,000 litres=264 gallons	9 3/10	9 3/10
Sugar, raw or whitened	220 pounds	12 9/10	24

Foreign prohibited goods having been seized and re-exported..... 2 per cent. ad valorem.
Foreign prohibited merchandise on leaving the "*entrepot fictif*"... ¼ of 1 " "

The following articles are exempt from all exportation duties, whether for France or foreign countries:

Cinnamon; eggs, fresh; ginger-root, indigo, nutmegs, pepper, pimento, simarouba, specimens of natural history, turmeric, turtles, vanilla, and wood.

Charges for nationalizing foreign vessels.

For a vessel of 100 tons and under	$11 23.5
" " 101 to 200 tons	13 88.8
" " 201 to 300 tons	16 66.6
" " over 300 for each additional 100 tons	2 80.8

Clearance duties.

For the long course (foreign voyage) per vessel	$3 70.33
For the great and small coasting trade	2 80.8
Inscription duty (registration fee) for changing the proprietorship	1 11.6

Pilot dues.

If the vessel anchors in the roads or in the harbor:

For a vessel under 50 tons, great and small coasting trade	$5 55
" " 50 to 99 tons, " "	7 40.7
" " 100 to 149 tons, " "	9 30
" " 150 to 199 tons, " "	11 23.5
" " 200 to 299 tons, " "	13 88
" " 300 to 399 tons, " "	16 66.6
" " 400 tons and upwards, for each additional 100 tons	2 80.8

If the vessel casts anchor in the roads:

Pilots' services in the roads, on demand of the captain, when not retained for conducting the vessel into port, for one tide	$1 86
Charges of anchorage in the harbor of Cayenne	1 11.6

Delay of pilot on board of a vessel, either on demand of the captain, or because of quarantine, independent of board, which is to be furnished to him at the expense of the ship, for twenty-four hours $1 11.6

Pilotage from the harbor of Cayenne to the Point of Moncouria, without respect to the tonnage of the vessel. 5 55.5

The pilot dues are the same for clearing as for entering the port.

MAYOTTE AND DEPENDENCIES.

There are only pilot dues to be paid at Mayotte.

SENEGAL AND DEPENDENCIES.

Foreign vessels pay in Senegal 4 francs, or 74.4 cents; and in Gorée only 50 centimes per ton. They can, however, neither export nor import, as the whole trade is open only to French shipping and French manufactures, and is prohibited to all other nations.

FRENCH SETTLEMENTS IN THE EAST INDIES.

The ports of these dependencies are free, and therefore open to all nations. (Navigation act of September 21, 1793.)

Tariff.

Pondicherry, Karikal, and Mahé, tonnage duty, without distinction of flag, 4 cts. per ton. (1847.)
Pondicherry alone, light-house dues, " " 3 cts. "
" " ferriage dues, " " 88.8 cts. for one vessel.

ST. PIERRE AND MIQUELON.

Before 1846, American vessels were allowed to import into these islands only such goods as the French trade could not supply, and which were required by the necessities of the population. These restrictions were abolished by a decree of the governor, of May 7th, 1846. American ships sailing direct from the United States for Miquelon and St. Pierre, either in ballast or loaded, enjoy the same privileges as French vessels coming from the United States, and pay no more duty than the said French vessels, with the exception only of a compensation for the interpreter—which, however, by another decree of June 26, 1847, has become entirely optional: that is, if the captain or any one else on board understands the French language, he is not obliged to take an interpreter. The duties for American vessels are, therefore, as follows:

Designation of vessel.	DUTIES.				
	NAVIGATION.			Hospital dues, per vessel.	Custom-house dues on the valuation of cargo.
	Tonnage, per ton.	Pilotage, per vessel.	Light-house, per vessel.		
Under 30 tons	Exempt.	Exempt.	Exempt.	Exempt.	1 per cent. ad val.
30 to 49 tons	$0 07½	$2 80. 8	$1 86	$1 86	1 per cent. ad val.
50 to 79 tons		4 68			
80 and upwards		6 48			

These are duties both for American and French vessels, coming or going direct from or to the United States, in virtue of the above-mentioned decree. If, however, trading indirectly, they are subjected to the same duties as all other ships, for which, both French and foreign, the duty is as follows:

Tariff of 1847.

DESIGNATION OF VESSELS.	DUTIES.					OBSERVATIONS.
	Pilotage, per vessel.	Tonnage, per ton.	Light-house, per vessel.	Hospital, per vessel.	Custom-house dues.	
French vessels.						
From 30 to 49 tons	$1 25	$0 04⅗	$1 86	$1 86		
From 50 to 149 tons	2 03					
150 and upwards	2 50					
Foreign vessels.						
30 tons and less	3 70⅓	11¼	1 86	1 86	1 per cent. on the valuation of the cargo.	French vessels arriving from the ports of the U. S. are subjected to the same duties as American.
31 to 49						
50 to 79	5 55½					
80 and upwards	7 40					

OCEANIE.

The ports of the French dependencies in the Pacific ocean are free ports.

Tariff duties on importation of spirits in foreign vessels, by a decree of November 14, 1847.

Denomination of merchandise.	Number, weight, or measure.	Rate of duty.
Wines, French, in casks	Per barrel	$1 86
in bottles	Per dozen	37½
Liquors, cordials, and all alcoholic wine, in casks	1 litre or 1¾ pint	11¼
The same, in bottles	Per dozen	74⅖
Absynthe, in bottles	do	1 48
Beer, in bottles	do	37½

The same articles pay, in French or Tahitian vessels, only one-half of these duties. (1853.)

Tonnage duties.

For vessels over ten tons	28.0 cents per ton.
For vessels under ten tons	13.8 " "

Duties for nationalizing.

For vessels under 100 tons	$1 67
For vessels from 100 to 200 tons	3 33.3
For vessels from 200 to 300 tons	4 44
For each 100 tons additional	1 11.6

Duties for clearance.

Decked vessels	$1 11.6
Without deck	18.6

MARTINIQUE AND GUADALOUPE.

The commercial relations of these islands are regulated by the royal decree of February 5, 1826, and by such other decrees as have subsequently been promulgated. Foreign and national ships may import into all open ports of the islands (in Martinique, the ports of St. Pierre, Fort Royal, and Trinité; in Guadaloupe, Moule, La Basseterre, and Point-à-Pitre; and in Mariegalante, or Grandbourg) (*a*) articles of merchandise enumerated in the following tariff:

No. 1.—Tariff for all flags, national and foreign.

Denomination of merchandise.	Number, weight, or measure.	Rate of duty.
Animals, living		10 per cent. ad valorem.
Beef, salt	100 kilogrammes=220 lbs	$2 80.8(*b*)
Codfish and other salt fish	do do	1 30.2
Indian corn, in grain	1 hectolitre=2⅘ bushels	37.2
Vegetables, dried	do do	64.8
Rice	220 lbs	1 30.2
Salt	do	93
Tobacco		7 per cent. ad valorem.
Hoop-poles	1,000	$1 86
Wine, foreign	1 hectolitre=26 gallons	In foreign ships, 93 cts.; In national ships, 4.6 cts.
Stone coal	220 lbs	$0 02

Wood of all sorts, other than hoop-poles; tar, pitch, and other extracts of pine, &c.; hides, with the hair on; forage, green and dry; table fruits, and seeds, pay 4 per cent. ad valorem.

No. 2.—Free of duty.

Ammonia, unpulverized; animal substances used in medicine and perfumery; bones and horns of animals; cassia; cochineal; cocoa-shells; copper; elephants' teeth; fats, except of fish; ginger; gloves; gums; indigo; Jesuits' bark; kermes; lac; lead; medicinal balsams, juices, roots, barks, herbs, leaves, and flowers; mother of pearl; nutmegs; peltries; pepper; potash; quercitron; roucou; rushes and reeds; seeds hard to be crushed; skins, dry and undressed; sumach; tin, unwrought; tortoise-shell; turmeric; vanilla; vegetables, green; wax, not worked; whale fins; woods, odoriferous, dye, and cabinet.

Foreign vessels importing the above enumerated merchandise are subjected to no other port charges, light-house and tonnage duties, than are levied on French vessels.

All goods not enumerated in the above tariff, and imported from foreign countries, either in foreign or French bottoms, are liable to confiscation.

(*a*) The principal town and only port of the island.

(*b*) By a decree of March 10, 1855, salted provisions (meats) of every description pay only 50 centimes (9.3 cents) per 100 kilogrammes.

The articles enumerated in lists Nos. 1 and 2, as well as all articles imported from France, may be re-exported, duty free, from one colony to another, but only in French vessels; on condition, however, that the importer of merchandise contained in list No. 1 proves that the duties have been discharged in the colony of original importation.

Foreign vessels, as well as French, may export, duty free, to foreign countries, articles imported into the two colonies, whether from France or elsewhere; but these exportations can only be allowed from the ports opened by the ordinance of February 5, 1826, for the importation of merchandise enumerated in lists 1 and 2.

Foreign flour may be imported (if necessity or urgency authorizes the importation) for a fixed duty of $3 94.2 per 80 kilogrammes, or 177½ lbs.; but then it can only be done if a special order by the governor permitting the importation has been issued, which allowance will never extend beyond the term of three months.

SOCIETY ISLANDS.

THESE islands, lying in the Pacific ocean, between latitude 16° and 18° south, and longitude 148° and 155° west, are under the protectorate of the French government. The principal islands of the group are Tahiti, Eimeo, Huaheine, Raiatea, Bona-bona, Tahaa, and Meura. Papiete, the capital of Tahiti, is much resorted to by American and other whalers. The exports consist of oranges, pearl-shell, arrow-root, cocoa-nut oil, and other native products of minor commercial importance. The intercourse between the United States and these islands has increased with our rapidly increasing relations with Valparaiso, Callao, Panama, the Sandwich Islands, Australia, and China. In 1852, there entered the port of Tahiti 36 vessels under the United States flag, measuring in all 5,668 tons. Under all other flags, there entered 141 vessels, with an aggregate of 12,817 tons.

There are no import duties charged at the Society Islands, except upon spirituous liquors and wines, and on fire-arms and munitions of war. On the last-named articles, these duties amount to a prohibition.

These islands are under a different system of commercial legislation from that which obtains in the other French colonial settlements. No distinctions are recognised as to any foreign countries, or as to any foreign or domestic ports, with respect to entering or clearing foreign vessels, with cargoes or in ballast. As regards alcoholic and other beverages, American vessels are placed on the same footing as French vessels as to duty, while those of other nations pay double import duties. This distinction is regulated by arrêté No. 65, of May 8, 1853.

The ports open to foreign vessels are Papiete and Taunoa, at Tahiti; and Papetoai, at Meura. No foreign vessel is permitted without a special permission, or in urgent necessity, to anchor in any other ports of the islands subject to the French protectorate. Offenders are liable to a fine of from 100 to 500 francs.

The coasting trade of the islands belonging to France is reserved exclusively to vessels carrying the French or protectorate flag. The penalty for violating this restriction is, for the first offence, a fine of from 1,000 to 2,000 francs, and, in case of repetition, double that sum.

Every captain must, within twenty-four hours after his arrival, present to the director of customs his manifest, with a detailed statement of the ammunition and arms of every kind, and also of the liquors, which, being subject to import duties, cannot be landed without the authorization of the director of customs. Those who infringe this regulation are liable to a fine of from 50 to 400 francs. Making a false declaration respecting prohibited goods, or those the sale of which is restricted, is punished by a fine of from 1,000 to 5,000 francs.

When vessels have on board prohibited goods, spirits, arms, or ammunition, intended only

for their own consumption or the defence of the ship, captains must present to the director of customs a detailed declaration of such kinds of stores within twenty-four hours after their arrival.

The sale of munitions of war, powder, saltpetre, projectiles, muskets, arms of any kind, is prohibited, except under special permission from the commissioner of the empire; and should any goods of this kind be attempted to be fraudulently landed, they will be confiscated, in addition to the fine imposed by the police regulations. All spirits or liquors which may be attempted to be fraudulently landed are liable to confiscation, as well as the boat conveying them; and the captain, who is held responsible for all goods which may be on board, under whatever conditions, is liable to a fine of from 5,000 to 10,000 francs.

All goods admitted to entry in the French establishments of Oceanie, may be sold on board, provided they be not sold by retail. To effect sales of this kind, however, a license of the first class must be previously obtained, payable in advance, and for a period of three months. Sales of cargoes may also be effected on shore, by opening a store for that purpose, for which a similar license must be obtained, and for the same period. Wines and liquors, however, must be sold exclusively on shore, either through the medium of a consignee, or by the captain or his agent, having first procured the necessary license.

Captains of vessels, whenever the length of their stay permits, must give notice of their departure at the post office forty-eight hours beforehand; and when it is desired that a vessel should remain in port less than forty-eight hours, notice to that effect must be given on the day of arrival. If any of the fines specified in the foregoing regulations should not be paid within five days, at the furthest, from the date of condemnation, or satisfactory security not be tendered, a part or the whole of the cargo will be sold, or the vessel itself be retained, to liquidate the debt.

A summary of the pilot regulations.

None but pilots licensed by the commissioner of the empire shall exercise the office of pilot. They are to be paid according to the following tariff:

	Francs.
Foreign line-of-battle ships and frigates	120
Foreign corvettes, with upper decks	90
Foreign single-decked corvettes, and vessels of war of inferior class	60
All merchant vessels, per metre draught of water	11.70

The payment of these pilot dues is secured by a regulation requiring captains to present the pilot's receipt before they can obtain their clearance papers.

Vessels entering or leaving without a pilot pay one-half of the above pilot dues.

Unless a contagious disease exists on board, vessels are at once admitted to pratique. Should such disease exist on board, the vessel will be conducted to quarantine, and all communication with the shore forbidden, under a penalty of from 200 to 10,000 francs.

Tariff of duties on spirits and wines imported into the open ports of the Society Islands.

	Francs.
Spirituous liquors, imported in foreign bottoms, per case of twelve bottles	2
Spirituous liquors, in foreign bottoms, in cask, &c., per gallon	1
Alcoholic wines, in foreign bottoms, in cask, &c., per gallon	.80
Alcoholic wines, in foreign bottoms, in cases of twelve bottles	1.80
French wines, in foreign bottoms, in cask	5
French wines, in foreign bottoms, in cases of twelve bottles	.75

Liquors imported in vessels under the French or the protectorate flag will pay half of the above duties. It has been already observed, that by an arrêté of 1853, American vessels are assimilated, as respects the above duties, to the French flag. Arms and munitions of war, on which the duties are equivalent to prohibition, are the only other articles on which duties are levied at these islands.

SPAIN.

SPAIN.

THERE is not at this time, nor has there ever been, a commercial treaty between the government of the United States and that of Spain. But two treaties of any kind have been negotiated between the two governments—one purporting to be "A treaty of friendship, limits, and navigation," signed October 27, 1795; the other, "A treaty of amity, settlement, and limits," February 22, 1821.

In regard to navigation, the first-mentioned treaty provided chiefly for a state of war, and prescribed the immunities and privileges to which the vessels of each should be entitled, in such a contingency, in the ports, harbors, bays, &c., of the other.

By article 1st, the contracting parties agree that there shall be a firm and inviolable peace and sincere friendship between his Catholic Majesty, his successors and subjects, and the United States and their citizens, without exception of persons or places.

Art. 7. The citizens and subjects, vessels and effects of each of the parties, not to be liable to embargo or detention for any military expedition, or other public or private purpose, by either party.

Art. 13. In the event of a war between the contracting parties, the merchants residing in the dominions of either to be allowed one year from the declaration of war to remove their effects.

Art. 18. Ships of war of either party, when exercising right of search, to remain out of cannon-shot, and to board with two or three men only; and having seen passport, not to molest in any manner, nor force to quit her intended course, the vessel so visited.

Art. 19. Consuls to be reciprocally established, and to be entitled to the privileges and powers enjoyed by those of the most favored nations.

Art. 22, (1st section.) The two contracting parties to give in future to their mutual commerce all the extension and favor which the advantages of both countries may require.

The treaty of 1819, so far as it relates to navigation, confirms all the foregoing stipulations of the treaty of 1795; and as no limit was assigned to the duration of that treaty, those stipulations are still in force, and, with subsequent acts of legislation, regulate the intercourse, navigation, and commerce between the United States and its citizens, and the King of Spain, his successors and subjects, between whom it is agreed "there shall be a firm and inviolable peace and sincere friendship, without exception of persons or places."

The commerce between the United States and Spain, though at all times employing but a limited capital, commenced at a period long anterior to the American Revolution. The British American colonists were permitted, by act of Parliament, to carry on a direct trade in all articles, except tobacco and naval stores, with countries south of Cape Finisterre. This trade consisted, principally, in exporting from the colonies lumber, laths, and other produce, (tobacco and naval stores excepted,) and in bringing home return-cargoes of wine, salt, fruits, and other productions of the Spanish peninsula.

After the peace of 1783, a more unrestricted trade was opened between the two countries;

but, owing to the prohibition on tobacco, (a policy adopted for the purpose of encouraging the growth of that article in the Spanish colonial possessions,) and the high protective duties on most of the other leading staples of the United States, the trade could not have realized any hope of profitable investment, or given much encouragement to commercial enterprise. The wines, fruits, olive-oil, salt, brandies, barilla, silks, and wools of Spain would constitute a profitable and an easy exchange for the productions of the United States, particularly breadstuffs, tobacco, and cotton, if that country could be induced to relax a system of restrictive policy which has never realized the benefits it was designed to secure, and has virtually rendered Spain, to a great extent, commercially isolated from the other nations of the earth. Her legislation in regard to commercial intercourse with foreign countries would seem to be based upon the principle of possessing and securing within herself all the advantages of an extensive commerce, and all the means of luxury, wealth, and power—a principle which, however gratifying to national vanity it may be in theory, needs no other proof of its utter impracticability, if not of its inevitably pernicious consequences, than a reference to what is known of the history of Japan or China, or even to the commercial condition of Spain herself during the last half-century. She has ever maintained and exercised the right to be the sole arbiter of her commercial regulations, and, as such, permits no foreign interference with her policy of excluding from her ports the produce of the industry and soil of other nations. Two features stand prominently forward in this exclusive and restrictive system: the first, the exclusion of commodities from any country, except her colonial empire, especially before its dismemberment and consequent diminution; and, secondly, by compelling the latter to consume no manufactured articles except those of Spain, with the view that all the precious metals should be sent to the mother country, where they would remain if no foreign merchandise was admitted. Notwithstanding these precautions, the precious metals were drained off to foreign countries, in exchange for the enormous contraband importations smuggled into Spain, by way of the Basque provinces, through Portugal; by way of the Mediterranean; and also even, as they were, and are to the present day, by way of Gibraltar. Besides, as already observed in another of these Digests, (*a*) an extensive contraband trade with the Spanish settlements in Cuba and South America was carried on by the British American colonies, thus draining off a large portion of the precious metals, which it was the policy of the mother country to monopolize, at a cost so fatal to her commercial prosperity. This contraband trade was, however, arrested, and, after a short time, totally suppressed, by the vigilance of the *guarda-costas* stationed by Spain along the coasts, and by the indiscriminate seizure of all British colonial vessels found near the shores of the Spanish colonies.

The commerce of the United States with Spain, being thus dependent on regulations so restrictive, has made but little progress, and has, necessarily, employed but a very limited capital. The following tables will exhibit the actual condition of this trade, its increase during a period of twenty years, and its general character:

Imports into the United States from Spain in 1853 *and* 1854, *compared with those of* 1832 *and* 1834.

1853.—Spain on the Atlantic	$635,646	
" " Mediterranean	1,458,879	
		$2,094,525
1832.—Spain on the Atlantic	$677,483	
" " Mediterranean	740,701	
		1,418,184
Increase in imports from Spain in twenty-one years		676,341

(*a*) Digest of British Colonial Possessions.

1854.	Spain on the Atlantic	$538,504	
	" " Mediterranean	1,579,074	
			$2,117,578
1834.	Spain on the Atlantic	$640,869	
	" " Mediterranean	1,112,365	
			1,753,234
	Increase in imports from Spain in twenty years		364,344

Exports from the United States to Spain in 1854, *compared with those of* 1834.

1854.	Spain on the Atlantic	$1,390,348	
	" " Mediterranean	3,243,408	
			$4,633,756
1834.	Spain on the Atlantic	$227,777	
	" " Mediterranean	187,473	
			415,250
	Increase in exports to Spain in twenty years		4,218,506

It may be interesting, in this connexion, to inquire how the balance of trade between the United States and Spain stood in 1834, and how it stands at the present time.

Imports from Spain in 1834		$1,753,234
Exports to " "		415,250
Excess of imports over exports		1,337,984

Leaving the heavy balance of $1,337,984 against the United States and in favor of Spain.

Imports from Spain in 1854		$2,117,578
Exports to " "		4,633,756
Excess of exports over imports		2,516,178

Showing a balance of $2,516,178 in favor of the United States and against Spain.

This result exhibits, in a most striking manner, the pernicious effect of a system of commercial intercourse, which, however well it may have fulfilled its ends when Mexico, the West Indies, the South American Republics, and the Spanish Polynesian islands all poured their united treasures into the lap of Spain, and thus rendered her, to a certain extent, independent of other nations, has long since proved to be the most serious, if not the only, obstacle to her regaining the proud and prominent position she once held in the family of nations.

The difference in the amount of exports between the periods of 1834 and 1854 is attributable to the partial relaxation of the restrictive system within the past few years, particularly the modifications which the tariff has undergone since 1849; but the great disproportion between imports and exports, resulting in so large a balance against Spain, shows that the prohibitions and restrictions are as yet but partially abated.

From the preceding tables, it will be seen that, in 1832, the total value of imports from Spain to the United States was $1,418,184. The exports from the United States to Spain the same year amounted to only $535,183; showing a balance against the former of $883,001. By glancing at the value of imports for 1853 and 1832, it will be seen, also, that the increase in twenty-one years amounts to $676,341, while the imports in 1854 will show an increase over those of 1834 of only $364,344.

The exports for these periods will, however, exhibit a totally different result; the effect of a policy, partially commenced by the new tariff act of 1849, of modifying, at least to some extent, the prohibitory and restrictive system which has so long closed the ports of Spain against the

importation of merchandise for which she must depend upon foreign countries, whether introduced within her borders legally or otherwise.(*a*)

The value of imports from Spain to the United States in 1832 exceeded that of exports from the United States to Spain by $883,001; while in 1854 the value of imports from Spain was $2,117,578, against $4,633,756 value of exports to Spain; thus changing the balance of trade in favor of the United States, besides largely augmenting the general returns over those of the former period.

Notwithstanding the apparently satisfactory results shown in the preceding tables, the commerce of the United States with Spain, in American bottoms, is perceptibly declining. Various causes conspire to this result, among which may be regarded as the most prominent, the enormous differential duties imposed on imports under all foreign flags, and the discriminating duties of port and navigation, amounting to 100 per cent. on American vessels in favor of national, and what is styled "privileged vessels;"(*b*) or, in other words, the vessels of nearly all other foreign nations. Besides, American vessels are frequently exposed to local restrictions (doubtless unauthorized by the government) in the different ports, to which they must either quietly submit, or incur all the expense, delay, and trouble of protesting against the action of officials, whose power in such cases is as unlimited as its exercise is arbitrary and oppressive.

This has been a subject of frequent complaint on the part of American captains, but, thus far, without obtaining relief. The United States consul at Malaga, under date of April 3, 1854, adverting to this subject, says: "Although subject to the Central Board at Madrid, [quarantine regulations] are almost entirely under the control of the local board of this city, * * * ordering vessels off to lazarettos, * * * in the face of clean bills of health certified by Spanish consuls, upon mere reports, without any official information to warrant such extraordinary measures."

The following table will show, approximately, to what extent the direct trade between the United States and Spain has fallen off within the past few years. Most of this trade is carried on through the port of Malaga.

Tonnage of American vessels entered at the port of Malaga in the following years.

Years.	Tons.	Years.	Tons.
1846	15,276	1850	16,600
1847	12,288	1851	11,918
1848	15,699	1852	12,610
1849	13,652	1853	11,375

The falling off in tonnage, which the above table exhibits, is, however, perfectly reconcilable with the comparative tables for 1854 and 1832, when we take into consideration the fact, that at least one-third of the exports to the United States is carried by privileged vessels; and even national vessels, notwithstanding the discriminating duty of 10 per cent. to which they are subject in the ports of the United States, participate largely in this carrying trade, for the purpose of returning with cargoes of cotton for Malaga and Barcelona, or with cod-fish from Newfoundland.

(*a*) Of the article of tobacco, about 6,000,000 pounds is smuggled annually from Gibraltar into Spain, and about 4,000,000 pounds is exported from the same depot to Oran, Algiers, Malta, and other places. Spain, in the face of this contraband, still maintains her royal tobacco monopoly. Exclusive of the tobacco smuggled into Spain from Gibraltar, it is smuggled along the whole north and west coasts of Spain. The recent [1844] extension of the Spanish customs to the sea-coasts and ports of Biscay will not diminish, but, it is asserted, will greatly increase, the contraband trade. (Macgregor, Parts 13 and 14, p. 95.)

(*b*) Vessels of the following nations are ascertained to be of this class: England, France, Holland, Portugal, Russia, Prussia, Sardinia, Belgium, Hamburg, Sweden and Norway, Tuscany, Bremen, Papal States, Denmark, Brazil, Ecuador, Lubeck, Hanover, Mecklenburg, Oldenburg, and Sicily. See *postea*, page 164.

The following table, showing the nationality and cargoes of vessels engaged in the carrying trade between Spain and the United States, for six months ending July 1, 1854, as also the description of merchandise exported, will serve to illustrate the preceding remarks:

Exports from Malaga to United States from 1st January to 1st July, 1854.

Flags.	Wine.		Raisins.		Figs.	Almonds.	Lemons.	Lead.	Red lead.	Liquorice paste.	Liquorice root.	Bird seed.	Mats.	Olives.	Olive oil.	Values.
	¼ casks.	Bbls.	Boxes.	Casks.	Frails.	Boxes.	Boxes.	Tons.	Kegs.	Cases.	Bundles.	Bundles.	Bales.	Kegs.	¼ cask.	
United States	2,170	500	55,524	1,259	1,081	540	1,998	575	1,264	16	1,060	789	758	850	472	$227,558
British.....	125	100	21,885	441	300	134	598	245	710	46	.....	237	.....	.....	275	73,767
Spanish	680	340	10,475	.....	.....	166	... .	294	.....	.....	.....	150	234	300	.....	57,283
Prussian	469	.....	411	.....	.....	.....	176	175	.....	34	.....	391	370	.....	150	30,037
Danish	200	.....	.....	.....	.....	.....	.....	66	.....	.....	.....	176	150	.....	.....	8,733
Tuscan	.....	.....	.....	.....	.....	.....	.....	276	32	.....	.....	.....	.....	.....	.....	23,274
Total.....	3,644	940	88,295	1,700	1,381	840	2,772	1,631	2,006	96	1,060	1,743	1,512	1,150	897	420,652

The above table gives the United States vessels a little more than one-half of the total amount; but there are other ports from which the entire carrying trade to the United States is confined to foreign flags. The following statement will furnish an example:

Statement of exports to the United States from the port of Almeria for the half year ending July 1, 1854.

Nationality.	No. of vessels.	Nature of cargo.	Value.
Dutch ----------	4	Lead ----------	$17,892
Swedish ----------	1	--do----------	2,050
English ----------	5	--do----------	7,237
Spanish ----------	3	--do----------	7,005
Hanoverian---------	1	----------	1,845
Total ----------	14	8,926 quintals --	36,029

In the port of Alicante, 256 vessels of all nations, carrying a tonnage of 40,393, arrived in 1852; of which there were but six, with a tonnage of 3,175, from the United States.

The imports from the United States to Spain consist chiefly of staves, hogsheads, and other articles of wood manufacture.

The port duties and charges of entering and clearing at the port of Malaga are, on a vessel of 200 tons, (about the average of American vessels trading to Spanish ports,) Spanish and privileged flags..... 1,790 reals = $89 50
Not privileged flags..... 3,266 " 163 30

Staves (the principal article of import from the United States) are subject, in addition to the tariff rates, to a "landing duty," payable in staves.

BARCELONA.

Number of vessels entered at Barcelona in 1850..... 320
Tonnage 60,595
Number of vessels entered in 1852 357
Tonnage..... 78,267

Of these, there was not a single American vessel. Indeed—and this remark applies to Spain generally—while the navigation and commerce of that country are perceptibly increasing, owing to the continuance of the public peace, to the affluence of money from South America, and the large investments of wealthy Cuban merchants and of other capitalists, and to the improved condition of the manufactures at Barcelona and in the other manufacturing districts, the direct trade between the United States and Spain is on the decline, and must continue so until the heavy differential and discriminating duties, now recognised by the Spanish tariff of customs-duties, are either materially modified or altogether abolished.

DENIA.

This port comes under the 4th class, (see *infra*, "New Organization of Ports,") and no direct import trade is allowed. The exports, however, from Denia to the United States are increasing each year; they consist principally of raisins, almonds, wines, wool, silk, &c.; and there is scarcely a doubt that this export trade to the United States would be largely augmented if the duties on such articles as are above specified, on their importation into this country, were reduced.

The number of vessels arrived and cleared at the port of Denia in 1852 was 122. Tonnage 10,390. Cargoes inward—ballast outward. Raisins, wines, almonds, mats, oranges, liquorice-root, and sundries, valued at $826,607, of which amount $13,600 only reached the United States in American bottoms.

NEW ORGANIZATION OF PORTS.

By royal decree of February 28, 1854, a new organization is made of the customs service by land and sea, the principal features of which it may be interesting to the mercantile interests of the United States to have noted. As regards the sea, it divides the service into four classes. The first class comprises importation, exportation, re-exportation, coasting-trade, and all other commercial operations in the ports of Alicante, Almeria, Barcelona, Bilboa, Cadiz, Carthagena, Palma de Majorca, San Sebastian, Santander, Seville, Tarragona, and Vigo. In the second class, comprising the ports of Carril, Palomas, and Rivadeo, the importation of cotton tissues is not to be permitted. In the ports of the third class, comprising those of seventeen provinces, only certain specified articles, principally raw materials, are to be imported and exported; and in those of the fourth class, comprising sixteen provinces and the Balearic Isles, only coasting-trade operations and exports are to be allowed. As regards the land, it is divided into three classes, and the regulations are framed solely with a view to prevent smuggling. They do not, however, possess sufficient interest for insertion here at length.

ROYAL ORDER.

By a royal order of January 3, 1852, it was decreed that all foreign vessels, belonging to countries where Spanish vessels are placed on the same footing as national, with respect to port dues and charges, should enjoy a like privilege in the ports of Spain and adjacent islands; but, practically, this decree was not permitted to apply to vessels of the United States, and they continued subject to double the amount of such dues and charges paid by other foreign and the national vessels. The reason for the non-fulfilment of this provision, as respects this country, was the refusal of the government of the United States to receive vessels in its ports on equal terms from Cuba and Porto Rico; and the government of Spain refused to accede to such condition, as it desired to secure this benefit for its marine, from wheresoever her vessels might proceed. On the 16th of Juné, 1854, however, the American minister at Madrid was officially informed by the Spanish minister of state that her Majesty the Queen had been pleased to

command that American vessels "be considered in the Peninsula and adjacent islands like national ones, as regards the duties of port and navigation, in reciprocity for what is practised with the Spanish vessels proceeding from the same places in the United States, and with reference to the same duties." The official notification added, that corresponding orders had been given, "under date of the 14th inst., to the general direction of custom-houses and tariffs," to carry into effect the dispositions of this order.

The effect of the above-recited royal order will be to place American shipping on an equality, as respects the duties of port and navigation, with national and privileged vessels, and thus reciprocate the terms on which Spanish vessels have been admitted into the ports of the United States since 1852.

Should this be followed up by a liberal modification, or an entire abolition, of the enormous discriminating duties levied on foreign imports in the ports of Spain, the commercial intercourse between the two countries would soon become a source of industrial development and national prosperity, equally beneficial and profitable to each.

The quarantine regulations of Spain have always been complicated and vexatious. They were simplified, however, by a sanitary tariff, promulgated December, 1855, a translation of which is subjoined:

TARIFF OF SANITARY DUTIES EXACTED IN THE PORTS AND LAZARETTOS OF SPAIN.

Entrance duties.—Coasting vessels of more than twenty tons burden will pay one-quarter of a real per ton for the round voyage.

Vessels proceeding from the ports of the Mediterranean and other ports of Europe, including the coast of Africa to the parallel of the Canary Islands, will pay one-half of a real per ton for the round voyage.

Vessels from other places will pay one real per ton each voyage.

Quarantine duties.—Vessels of every class will pay one-quarter of a real per ton each day they are subject to quarantine, whether in actual lazarettos or undergoing observation.

Lazaretto duties.—The fee for each person in the lazaretto will be four reals per diem.

Merchandise subject to purification, will pay as follows:

The clothing and baggage of each of the crew	5 reals.
The clothing and baggage of each passenger	10 "
Hides of cows, per 100	6 "
Fine skins	6 "
Goat, sheep, lamb skins, and the skins of other small animals, per 100	2 "
Feathers, goats' hair, soft hair, wool, cotton, hemp, and flax, per quintal	1 "
Large live animals, such as horses and mules, each	8 "
Small animals, each	4 "

Certificates of health shall be made out, and legally attested, free of charge.

Regulations.

Vessels in quarantine defray all the expenses attending the discharge of merchandise, its transfer to the sheds and work-houses, and its purification.

They, in like manner, pay, as an additional duty, the expenses attending the application of hygeine measures, which must be employed before the departure or arrival of the embarcations, as the regulations dispose, or as the condition of the vessel may require.

During all the incidents of quarantine, every possible facility is to be afforded to vessels, no expense being permitted without the knowledge or consent of the captain, agent, or consignee.

All persons who perform quarantine in the lazarettos defray all the necessary expenses, inasmuch as the four reals per diem which is exacted from each is only the fee for residence.

Comparative statement of the commerce of the United States with Spain, including the Canaries and Philippine Islands, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845...	$452,091	$64,673	$516,764	$1,759 877	31,498	14,134	10,774	2,115
1846...	541,903	61,843	603,746	1,939,740	27,981	16,242	6,422	3,198
1847...	2,006,716	95,938	2,102,654	1,847,179	37,133	20,896	14,079	17,500
1848...	2,386,141	21,647	2,407,788	2,428,539	43,677	25,276	10,849	29,637
1849...	1,944,202	60,629	2,004,831	2,485,210	38,790	27,584	11,997	30,542
1850...	3,899,362	131,928	4,031,290	3,504,484	42,797	27,385	30,064	48,848
1851...	5,555,128	151,186	5,706,314	3,444,979	35,283	40,151	28,432	61,400
1852...	3,445,080	152,417	3,597,497	3,360,332	37,908	28,974	22,402	53,532
1853...	4,642,740	51,848	4,694,588	4,643,629	47,369	40,012	24,272	47,597
1854...	4,650,181	78,494	4,728,675	5,122,458	45,904	38,924	16,050	41,231
1855...	4,702,252	441,612	5,143,864	5,366,108	61,690	55,709	36,687	42,303

A summary of the amount of national tonnage, and of the number of efficient seamen engaged in the commerce and naval service of Spain, as officially stated, for the year 1853.

Districts.	Officers, masters, pilots, &c.	Active seamen.	Number of vessels over 400 tons.	Number of vessels from 200 to 400 tons.	Number of vessels from 80 to 200 tons.	Number of vessels from 20 to 80 tons.	Vessels of foreign build.	Steamers.	Vessels building.
Cadiz	2,076	13,001	4	25	62	313	39	12	13
Ferrol	3,202	22,116	11	74	342	442	18	5	62
Carthagena	7,774	20,897	15	118	380	1,193	28	9	79
Havana	696	2,052	7	30	99	295	389	20	23
Manilla	93	17,772	8	16	84	1,244	10	-------	-------
Total	13,841	75,838	45	263	967	3,487	484	46	177

In this resumen the seamen, tonnage, &c., of the province of Porto Rico are omitted; and there are some omissions also in the provinces of Vascongados, Philippines, &c.

The marine service of Spain in 1855 consisted of four vessels of the line, nine frigates, eight corvettes, fifteen brigs of the first, and four of the second class; five schooners, six sloops, forty steamers, and three hundred and nineteen smaller craft, mounting, in all, 1,250 ordinary, and 280 swivel guns.

TARIFF OF SPAIN AND THE BALEARIC ISLANDS. (a)

[Passed by the Cortes, July 17, 1849; sanctioned by the Queen October 5, 1849; reformed and ordered to be published the 1st of March, 1852.]

Principles in accordance with which the Lists of the Tariffs are formed.

Machines and implements to be used for agricultural, mining, and *fabrile* purposes, will pay 1 to 14 per cent. on their value.

Raw materials, not abundantly produced in Spain, and which serve for domestic manufacture, will pay 1 to 14 per cent. on their value, however that value may be affected by the introduction. The material for masts and spars is included.

Raw materials similar to those abundantly produced in Spain; the agents of production in like case, such as are mineral coal and coke; and the articles of foreign manufacture that may compete with like domestic, will pay from 25 to 50 per cent.

Articles which domestic labor is insufficient to supply the demand for, will pay not beyond 15 per cent., except in some rare cases, when it will not exceed 20 per cent.

The duties existing on colonial goods, which are also the produce of foreign countries, will be suitably relieved.

The goods of the Spanish possessions will pay as follows:

The sugar of Cuba and Porto Rico, eight reals the arroba.

The sugar of Asia, two reals the arroba.

The coffee of Cuba and Porto Rico, eight reals the arroba.

The sugar, refined and double refined, prepared in the Peninsula, will receive a bounty of eight reals on the arroba, when exported to a foreign country.

Other articles from the Spanish Asiatic possessions will pay, as a general rule, the fifth part of the duty exacted for similar articles from foreign countries.

The differential duty between Spanish and foreign vessels shall be 20 per cent.; but this shall be increased on articles which effectually tend to increase Spanish navigation. * *

Foreign merchandise, and that from the Spanish possessions beyond sea, will, after the payment of the duties of introduction according to the list, become nationalized, and subject to the same duties of exportation, consumption, tax or other imposts, by whatsoever name, levied on the kinds similar in the kingdom. * * * * * * *

No exception will be made or duty lowered in favor of *fabrile* labor, public establishment, association or person, of whatsoever condition they may be. * * * *

The questions that arise in the administration of the custom-houses on points within the instructions for the good direction thereof, and the exaction of the imposts, shall be adjudged officially, without cost or detriment to the persons interested. * * * *

Duties established shall be collected on cloths under their respective classes, whether they be in pieces, patterns, or in other form.

Coarse goods, such as are generally used for trowsers, jackets, and other clothing for men, plain, twilled, checked, or in other way worked, of cotton only, will continue prohibited.

Cloths of silk, wool, flax and hemp, having a mixture of cotton of more than one-third part, continue prohibited when they have not as many as twenty threads in the Spanish square inch; such as equal or exceed this number will be admitted by the payment of the following rates:

Cloths, plain, twilled, or with other work, with a mixture of silk or wool, or of both, usually worn for jackets, and called kerseymere, *pelo de cabra*, (goat's hair,) or by whatever other name, if the silk or woolen visibly prevail, they will pay the rate affixed to goods of these materials respectively; if the cotton prevail, having visibly silk or wool in a less quantity, the square yard 14 reals, 35 per cent.

(a) Translation. See Comparative Tariffs, No. 3, Part II.

Cloths, plain, twilled, (*asargados,*) checked and worked with a mixture of flax and hemp, used generally for trowsers and other clothing for summer, called drill, *cuties*, or by other names, 16 reals the pound, 35 per cent.

The same, with mixture of wool, called kerseymeres, *patencures*, &c., 30 reals the square yard, 35 per cent.

Unmixed cloth, (*tejidos sencillos,*) plain or checked, colored, called mousselin de laine, or by other name, if the wool prevail, will pay as the goods of this material; and if the cotton, 8 reals the square yard, 35 per cent.

If any cloth of a novel character be presented, which cannot be classed under any of the preceding heads, it will pay 40 per cent. upon its value.

RULES TO BE OBSERVED IN THE ADMINISTRATION OF THE TARIFF.

Directory to the Custom-houses.

Merchandise of new invention will be passed the first time under the duties applicable to those similar or analogous—samples being sent of them to the general directory of custom-houses, that the government of her Majesty may point out the duties assignable to them by a general rule. If they should present no analogy to, or likeness with, any articles in the list, on the first occasion they will pay 15 per cent. on the value when coming in national ships, and 18 per cent. in foreign, or by land.

All merchandise imported in small quantities and of little value, not particularly designated in the list, will pay 15 per cent. on its value in national vessels, and 18 per cent. in foreign, or by land, giving account thereof to superior authority.

For the passing of merchandise by the value, (*ad valorem,*) the parties interested shall present to the ministers of the customs the original invoice of prices. Should the officers not agree with the importers in what should be the value, they may pass at the prices that each may affix. When the interested parties have not agreed, an order thereupon shall issue that the subject may be referred to superior authority, accompanied by samples of the merchandise, if possible to be given, the officers being hereby empowered to purchase the same by paying the cost thereof, according to the invoice, with an additional 10 per cent.; the importers satisfying the duties thereon, and abiding the consequence of either loss or gain. The treasury will supply the means in view of a redisposal.

Merchandise the product of the Spanish possessions in America, and introduced thence, the values whereof, as such, may not be specified by the list, will be subject to only 10 per cent. on the value thereof, when imported in national vessels, having a care that they be not unequally rated when compared with their introduction from foreign ports, as in such cases the duties will give place to those applicable to the other.

Should the goods be introduced by foreign flag, they will pay the duties assignable to them coming from a foreign country.

Colonial merchandise, and all foreign products taken to the deposits at Havana and Porto Rico in national vessels, and transported in like bottoms to the Peninsula and the Balearic Islands, will pay only the duty applicable to the Spanish flag.

The same merchandise and products taken to those deposits in foreign ships, and conducted thence in national vessels to the Peninsula and the Balearic Islands, will pay the duty due by the national flag, and, besides, one-half the charge imposed on foreign bottoms.

If the two voyages are made under the Spanish flag, the differential duty will be paid, and the half, besides, of the charge assignable to it.

The second-hand merchandise that comes from the Spanish possessions beyond sea will be considered as national on its introduction to the Peninsula, and consequently free of duty, the same as if it had been brought coastwise.

The merchandise the product of, and coming from, the Spanish possessions of Asia, and which is not considered accordingly in the list of duties to be paid, will be subject only to the fifth part of those established for similar articles when foreign, and coming in national vessels. When it comes otherwise, the duties will be paid as required of the foreign flag from a foreign port.

Merchandise from the foreign countries of Asia, which comes directly thence under the Spanish flag, and which has no duties particularly assigned to it, will pay three-fifths only of those fixed by the list.

The same, when it has been taken to the Philippine Islands, and thence, also, directly brought in Spanish vessels, will pay half the duties pointed out in the list.

If it comes under a foreign flag, it will pay the duty assignable to it when coming from a foreign country.

The merchandise which, having been entered at the Canary Islands, comes in the coasting trade to the Peninsula and the Balearic Islands, will pay, at its introduction, only the difference of duties between the general tariff of the kingdom and the particular one of the Canary Islands, annotating the fact on the invoices.

MONEYS, WEIGHTS, AND MEASURES.

The weights and measures are the established ones of Castile; the *arroba* of solids being considered of 25 pounds, of 16 ounces to the pound; and of liquids, 32 *cuartillas*, except in the article of olive oil, which will be deemed a solid. The *quintal* will be of 100 pounds, and the ton of 20 quintals. The yard will be of 36 inches. The money is the *real de vellon*, which is divided into 100 parts, called centimes. * * * * * * *

MONEYS.

The real vellon is valued at the custom-house of the United States at.....	$0 05
20 real vellons are equal to.....	1 00
The real of plate is double the real vellon, equal to.....	0 10
One hard dollar = $1\frac{21}{64}$ dollar of exchange = 10 reals of new plate = $10\frac{5}{8}$ of old plate = 20 reals vellon = 170 quarters = $361\frac{1}{4}$ maravedis of old plate = 680 reals vellon =.....	1 03½

WEIGHTS.

Gold and silver weight.—Gold and silver are weighed by the Castilian mark of 50 castellanos, 400 tomines, or 4,800 grains.

Apothecaries' weight.—The apothecaries' weight is the Castilian, but the ounce is divided into 8 drachmas, 24 escrupulos, 48 obolos, 144 caracteres, or 576 grains.

Commercial weight.—One commercial pound is equal to 2 marks, (Castilian,) or 16 ounces. One commercial ounce = 8 drachmas = 16 adarmes = 576 grains. One quintal of 4 arrobas, or 100 pounds, = 101.44 pounds avoirdupois, or 46 kilogrammes. One arroba = 25 pounds 7 ounces.

MEASURES.

Dry measure.—Corn, salt, and other dry articles, are measured by the cahiz. One cahiz = 12 fanegas, 1 fanega = 12 celemines. The celimine has various subdivisions, as ½, ⅓, ¼, &c.

The fanega measures $4{,}322\frac{3}{4}$ Spanish, or 3,439 English cubic inches, and is equivalent to 1.55 English imperial bushels. Five fanegas are nearly equal to 1 quarter English.

Wine measure.—One arroba of wine measures 4.245 English imperial gallons. One arroba of oil $3\frac{1}{3}$ English gallons.

One botta = 30 arrobas of wine, or 38½ of oil. The botta contains 127½ English gallons, and the pipe 114¾ English gallons.

Long measure.—One Spanish foot = 12 pulgadas, or 144 lines, and is equivalent to 11.128 English inches, or 0.2826 of a French metre. One palmo, of 9 pulgadas, or 12 dedos, = 8⅓ English inches. One vara, or 4 palmos, = 33.384 English inches, or 0.847 of a metre. One braza = 2 varas, or 6 feet. One passo = 5 feet. One estadal = 4 varas, or 12 feet. One cuerda = 8¼ varas, or 25½ feet.

PHILIPPINE ISLANDS.

These islands form an extensive group, lying in the Asiatic archipelago, embracing an area of about 120,000 square miles, and containing a population of between three and a half and four millions. They yield all tropical products, including rice, millet, maize, sugar, indigo, tobacco, coffee, hemp, and cotton, with a variety of fruits, timber, and other products. The hemp known as Manilla hemp, or abaca, constitutes the leading article of export in the trade of the United States with these islands.

The chief exports from Manilla, (the seat of government, and the chief port of the islands,) are hemp, sugar, sapan-wood, cigars,(*a*) cordage, indigo, coffee, rice, hides, mother-of-pearl shell, almaciga, grass-cloth, and tortoise-shell.

The principal imports are cotton fabrics, silks, woolens, haberdashery, drugs, clocks, jewellery, &c.

The following tables exhibit the general trade of Manilla at three different periods:

Imports and exports of the Philippine Islands in 1842.

Countries.	VALUES IN FRANCS.		
	Imports.	Exports.	Total.
England	7,466,000	5,099,000	12,565,000
United States	3,154,000	4,772,000	7,926,000
China	2,694,000	4,422,000	7,116,000
Spain	893,000	5,323,000	6,216,000
British East Indies	3,137,000	1,404,000	4,541,000
Australia	480,000	2,546,000	3,026,000
Mexico	1,886,000	----------	1,886,000
Chili	1,070,000	----------	1,070,000
Soulon Isles	617,000	69,000	686,000
Dutch Indies	226,000	409,000	635,000
France	610,000	----------	610,000
Cape of Good Hope	----------	188,000	188,000
Belgium	143,000	46,000	189,000
Sandwich Islands	126,000	36,000	162,000
Hanse Towns	----------	40,000	40,000
Total francs	22,502,000	24,354,000	46,856,000
Total dollars [*b*]	4,275,380	4,627,260	8,902,640

(*a*) Tobacco is a government monopoly, and only allowed to be exported when manufactured into cigars, except to Spain.

(*b*) The franc is here estimated at 19 cents, for convenience of calculation.

Imports and exports of the Philippine Islands in 1844.

Countries.	VALUES IN FRANCS.		
	Imports.	Exports.	Total.
China	8,944,000	5,883,000	14,827,000
England	4,234,000	2,759,000	6,993,000
Singapore	4,375,000	476,000	4,851,000
United States	1,122,000	3,335,000	4,457,000
Spain	1,018,000	2,970,000	3,988,000
Java and Molucca	1,119,000	620,000	1,739,000
Australia	349,000	925,000	1,274,000
East Indies	146,000	989,000	1,135,000
France	290,000	461,000	751,000
Soulon Isles	340,000	281,000	621,000
Belgium	109,000	304,000	413,000
Hanse Towns	32,000	330,000	362,000
Cape of Good Hope	267,000	----------	267,000
South America	23,000	----------	23,000
Total francs	22,368,000	19,333,000	41,701,000
Total dollars	4,249,920	3,673,270	7,923,190

The leading exports to the United States in 1844 were:

Sugar	1,080,000 francs,	=	$205,200 00
Coffee	149,000 "	=	28,310 00
Hemp	1,444,000 "	=	274,360 00
Indigo	384,000 "	=	72,960 00
Hides	108,000 "	=	20,520 00

The following summary exhibits the general commercial results in 1851:

IMPORTS.—National commerce	$125,011	
Foreign "	3,176,325	
Imports for deposit	718,631	
Total		$4,019,967
EXPORTS.—National commerce	$3,834,069	
Foreign "	338,204	
Exports from deposit	436,638	
Total		4,608,911
Balance of trade in favor of the islands in 1851		588,944
Imports from the United States, according to U. S. Treasury Report for 1851		$132,544
Exports to the United States, per same report		1,254,688
Balance of trade against United States		1,122,144

Comparative statement showing the quantities of hemp and sugar exported from Manilla to the United States and Europe, respectively, from 1844 *to* 1853.

HEMP.

	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.
To the United States	89,132	95,288	92,696	100,285	123,040	113,404	102,194	143,133	220,514	204,584
To Europe	5,934	7,202	16,500	16,739	20,543	39,948	21,216	30,805	27,743	16,934
Piculs (*a*)	95,066	102,490	109,196	117,024	143,583	153,352	123,410	173,938	248,257	221,518

SUGAR.

To the United States	90,106	72,100	35,050	91,435	77,330	89,122	78,480	116,412	143,140	194,195
To Europe	127,420	103,000	176,208	111,447	68,402	184,839	211,774	127,725	123,792	198,922
Piculs	217,526	175,100	211,258	202,882	145,738	273,961	290,254	244,137	266,932	393,117

NOTE.—The average price of hemp at Manilla is from $7 to $7 06¼ per picul, though in 1854–'55 it ascended as high as $10, owing to the Eastern war. The average price of sugar is $3 37½.

The preceding table shows that the quantity of hemp exported from Manilla to the United States in 1853 amounted to 204,584 piculs = 27,277,866 pounds; and the quantity of sugar to 194,195 piculs = 25,892,667 pounds.

The following condensed summary exhibits the total export trade from Manilla to the United States during the same year:

Hemp, 204,584 piculs; sugar, 194,195 piculs; indigo, 9,050 quintals; sapan-wood, 8,602 piculs; coffee, 1,724 piculs; mother-of-pearl shell, 712 piculs; hide cuttings, 3,291 piculs; rattans, 763 piculs; hides, 4,886 piculs; grass cloth, 19,598 piculs; gum almaciga, 2,556 piculs; tortoise-shell, 214 catties (*b*); cigars, 148 thousand.

The merchandise above specified was floated in 41 vessels; of which 21 cleared for New York, 17 for Boston, 2 for Salem, and 1 for Philadelphia.

The preceding summary exhibits the general character of the imports into the United States from the Philippine Islands.

In the official reports published at Manilla, the trade with San Francisco is given separately from that with the United States. During the year under review, (1853,) the exports to California consisted of: Sugar, 3,976 piculs; coffee, 7,546 piculs; rice, 16,876 piculs; cordage, 2,285 piculs; cigars, 812 thousand; paddy, 2,949 cavanas (*c*); panocha, 1,818 baskets; Indian corn, 8,922 lbs.; garlic, 46 piculs; lime, 78 cavanas; hats 1,200.

The total exports from Manilla to all countries, in 1853, were: Sugar, 566,371 piculs; hemp, 222,689 piculs; sapan-wood, 31,963 piculs; rice, 303,902 piculs; cordage, 12,119 piculs; coffee, 18,080 piculs; cigars, 79,311 thousand; indigo 9,123 quintals; mother-of-pearl, 2,040 piculs; hides, 5,874 piculs; hide cuttings, 3,697 piculs.

In cotton goods (the principal import of the Philippine Islands) England and the United States are the chief competitors.

The following summary of the movements in the Manilla market during one month, (July, 1854,) will show the general demand and prices for cotton fabrics:

British white shirtings, 14,150 pieces, viz:

800 at	$1 93¾	per piece.
3,100 at	$2 12½ *a* 2 25	"
3,300 at	2 31¼ *a* 2 37½	"
4,850 at	2 43¾ *a* 2 50	"
1,500 at	2 75	"
600 at	2 87½	"

(*a*) The picul is estimated at about 133⅓ lbs. (*b*) 100 catties = 1 picul = 133⅓ lbs.

(*c*) A cavana of rice weighs about 127 lbs.; of coffee, 52 lbs.; of wheat, 150 lbs.

British grey shirtings, 2,100 pieces, viz:

1,000 ps. 40 inches at	$2	18¾	per 40	yards.
500 ps. 40 inches at	2	31¼	"	"
250 ps. 42 inches at	2	37½	"	"
360 ps. 45 inches at	2	62½	"	"

British long cloths, 4,700 pieces, viz:

4,500 ps. 39 inches at	$2	12½	per 40	yards.
200 ps. 43 inches at	2	75	"	"

British grey domestics, 2,650 pieces, viz:

650 ps. 29 inches at	$1 62½ *a* 1	81¼	per 40	yards.
50 ps. 27 inches at	2	22¾	"	"
600 ps. 36 inches at	2	09	"	"
1,350 ps. 39 inches at	2 50 *a* 2	56¼	"	"
British grey drills, 300 pieces 29 inches at	2	12½	per 32	yards.
American brown jeans, 800 pieces at	3	06¼	"	"
" " drills, 2,800 pieces at	2 37½ *a* 2	50	"	"

The articles designated in the preceding summary are such as command, at all times, a ready market in the trade of these islands, and, generally, at the prices indicated.

When imported, they are subject to a duty of 14 per cent., as are nearly all other articles from foreign countries. The export duty on hemp is 2 per cent.; shells and rattans, 1 per cent.; all other articles, 3 per cent.

Formerly, if the master of a vessel touching at these islands desired to ship native sailors, he was obliged to give his bond for their return to Manilla. This, it is obvious, was but a mere matter of form, and hence but few of the sailors thus taken away ever returned. After the discovery of gold in California, it was found extremely difficult to procure sailors at any of the Malaysian islands; and this difficulty was increased by a new regulation at the Philippines, which requires the consignee to sign the captain's bond for the return of such sailors as should be shipped at Manilla. This the consignees are, in most cases, unwilling to do. Hence, the trade between the United States and the Philippines remains so long stationary. For a number of years, the United States has enjoyed about one-fifth of the entire trade of the islands. Were this difficulty in regard to the employment of native sailors removed, this one-fifth of the trade would, in a short time, ascend to one-half.

PORT CHARGES.

Vessels arriving in ballast, and not breaking bulk, pay 12½ cents per ton, (register tonnage.) If cargo is landed or stripped, 25 cents per ton. Mud machine, 6¼ cents per ton; light-house dues, 6¼ cents per ton. Spanish vessels pay only one-half of the above rates.

SPANISH AMERICAN POSSESSIONS.

SPANISH AMERICAN POSSESSIONS.

THE Islands of Cuba and Porto Rico, with their dependencies, are all that now remain of the vast possessions in the western hemisphere that once acknowledged the dominion of Spain.

CUBA.

Its great fertility of soil, its genial climate, its almost limitless resources, its commercial wealth, and its geographical position, render the island of Cuba the most important, as it is the largest, of the Antilles. It lies between 19° 43′ and 23° 12′ north latitude, and extends from 74° to 84° 57′ west longitude, about 770 miles, varying in breadth from 25 to 90 miles. It is distant, at the nearest point, from Yucatan 126 miles, from Hayti 50 miles, from Jamaica 70 miles, and from Florida 150 miles. It comprises an area of 31,468 square miles. The census of 1775 gave a population of 170,370; that of 1817, of 551,998; that of 1841, of 1,007,624; and that of 1850, of 1,247,230; of which last, 605,560 persons were whites, 205,570 free colored, and 436,100 slaves. (*a*)

The portion of the island under cultivation does not exceed two millions of acres; but most abundant crops of maize, yams, bananas, potatoes, sugar, coffee, tobacco, and, to a limited extent, of cotton, cocoa, and indigo, are produced.

The latest and most reliable statistics of the island present the following divisions of agricultural industry, viz: Sugar estates, 1,442; coffee estates, 1,618; tobacco estates, 9,102; and grazing farms, 9,930, on which are reared about 898,199 head of cattle. Besides these, large herds of cattle are also reared on the extensive and fertile prairies of the uncultivated portions of the island.

Politically, the island of Cuba is divided into three departments: the Oriental, the Central,

(*a*) A recent publication gives the following more minute classification of the population of the island:

Creole whites	520,000	
Spaniards	30,000	
Troops and marines	28,000	
Foreigners	10,560	
Floating population	17,000	
Total whites	605,560	605,560
Free mulattoes	118,200	
Free blacks	87,370	
Total free colored population	205,570	205,570
Slaves, mulattoes	11,100	
" blacks	425,000	
Total slaves	436,100	436,100
Grand total		1,247,230

and the Occidental; and these are again subdivided into a number of governments, sub-governments, and colonies. The Central and Occidental departments form the civil province of Havana, and the Oriental the civil province of Cuba.

In 1809, the restrictions imposed upon Cuba, of trading to no foreign country whatever, were removed; and, from that period to the present, official returns of the population, agriculture, commerce, and revenue of the island have been annually prepared, and, apparently, with great care. These reports, or "Balanzas Generales," exhibit a regular and marked progress in the industrial and commercial movements of Cuba, from the period above specified; its trade with foreign nations steadily advancing, and the supplies of its more prominent staples regularly keeping pace with the increased demands of an enlarged and comparatively emancipated commerce.

In 1775, the entire population of the island was, as already stated, 170,370. In 1850, it had risen to 1,247,230, showing an increase during the intervening 75 years of 1,076,860, or about 700 per cent.

Prior to the removal of the restrictions on foreign commerce, there was some trade carried on between the United States and Cuba, by virtue of Spanish grants and occasional relaxations of the law, but it was generally limited to the importation of articles necessary to supply the people of the island with the means of subsistence.

The wars between the mother country and the Spanish American republics having driven the Spanish flag from the ocean, the laws of differential duties remained in abeyance, and the commerce of Cuba, existing chiefly with the United States, was carried on in American bottoms, which even extended their services to Spain, bringing the oil and wine of the Peninsula to the colonists. The gradual settlement of the difficulties with the revolted provinces enabled the flag of Spain again to come upon the sea, and her mercantile marine received a new impulse. During the period that had elapsed since the opening of the ports, the natural increase of the wants of the colonists, attendant upon an exchange of their products with those of foreign countries, opened a market in Cuba for many of the products of mechanical industry, which found their way there through the ports of the United States; so that, at the close of this era, in the year 1830, the foreign commerce of the island was confined almost exclusively to our marts, to which she looked even for those articles which were not produced in this country. This was the season of the most prosperous commerce between Cuba and the United States.

The re-birth of the Spanish merchant-marine brought with it clamors for protection, and the tariff of Cuba was altered, imposing a differential duty upon goods imported in foreign bottoms, The object of this duty was to encourage the employment of national vessels in the trade of the island with this country. Spanish ships very soon made their appearance in American ports, and were rapidly obtaining a large share of the carrying trade, which had, before that period. been enjoyed exclusively by American vessels.

About this time, repeated but unavailing representations had been made to the Spanish government of the injustice of its course in imposing such discriminating duties both on the navigation and commerce of foreign countries, and in favor of Spanish bottoms. Negotiations having proved abortive, a system of defensive or retaliatory measures was recommended, as the only means of self-protection, in an elaborate report made by the Committee on Commerce of the House of Representatives, in May, 1834, which concludes thus: "Your committee, therefore, from a view of all the circumstances, have deemed it their duty to report a bill, authorizing the Secretary of the Treasury to collect such additional tonnage duties upon Spanish vessels entering the ports of the United States from Cuba and Porto Rico as shall be equivalent to the discriminating duty that would have been imposed upon the cargoes of such vessels, respectively, if the same had been exported from Havana in American bottoms; and also upon Spanish vessels, clearing out from the ports of the United States, such additional tonnage duty as would be equivalent to the discriminating duty payable upon their cargoes, respectively, if imported into Havana in American bottoms."

The bill reported became a law in June, 1834, and, conformably to its provisions, the Secretary of the Treasury, in February, 1835, issued to the collectors of the customs his circular, in the following words:

"I have to call the attention of the officers of the customs to the accompanying copy of the act of Congress concerning tonnage duty on Spanish vessels, approved the 30th June last, and which goes into operation on the first day of March next. Tabular statements are annexed, showing the rate of duty to be levied, in the nature of tonnage duty, on the arrival of Spanish vessels at any port in the United States, coming from the islands of Cuba or Porto Rico, either directly or after touching at any port or place, laden with merchandise subject to discriminating duty when exported from the port of Havana in American bottoms, together with the rate of duty to be exacted from the aforesaid vessels departing from a port of the United States, with a cargo destined, directly or indirectly, to either of the islands before described."

The above extract from the circular contains, in substance, the first three sections of the act of 1834. The 5th section shows the purport and scope of the act, and that it was designed by the committee from which it emanated, as well as by Congress in its adoption, to force the government of Spain into a more liberal and just course of legislation in regard to the commerce between the United States and this island, by placing Spanish vessels, with their cargoes, coming into or departing from the United States, in the same condition, as to imposts of all kinds, that American vessels are subjected to in the colonies of Spain.

This equality was demanded as imperatively in behalf of the interests of Cuba and Porto Rico, as in vindication of our commercial rights; and the 5th section expressly limits its continuance and restricts its application to the accomplishment of that end. This section is in these words:

"*And be it further enacted,* That whenever the President of the United States shall be satisfied that the discriminating duties in favor of Spanish bottoms levied upon the cargoes of American vessels in the ports of Cuba and Porto Rico have been abolished, or whenever, in his opinion, a satisfactory arrangement upon the subject of the said duties shall have been made between the United States and Spain, the President is hereby authorized to declare the same by proclamation, and thereupon this act shall cease to have any further force or effect."

In 1849 the Treasury Department ascertained that certain privileges had been accorded on the part of the Spanish government to vessels of the United States entering and departing from ports in the island of Cuba. A circular was immediately issued from that department, which, after citing the provisions of the acts of 1832 and 1834, and specifying the privileges alluded to, says: "It consequently follows, that where no tonnage duty or discriminating duty on the cargoes of American vessels entering or departing from ports or places in the island of Cuba is imposed and collected thereat, Spanish vessels coming from such ports or places are to be similarly treated, as regards tonnage duty, in the ports of the United States.

"The collectors of the customs are, therefore, instructed to abstain from the exaction of any tonnage duty on Spanish vessels coming from ports or places in the island of Cuba, in ballast, or when laden with cargoes of molasses taken in at either of said ports."

In 1852 a similar circular was issued to collectors, instructing them to admit Spanish vessels arriving from Spanish or any other foreign ports, those of Cuba and Porto Rico excepted, (*a*) to entry on the same footing as American vessels, as regarded tonnage duty, light-money, and all other dues to the United States, so far as respects vessels.

These acts (of 1832–'34) have been in force now during a period of twenty-two years, and, with the exception of the slight privileges which called for the circulars already referred to, have failed to produce the effect contemplated by their enactment. The commerce between the United States and these islands, in the aggregate, has not fallen off; but the increase has not been such as should be expected from the great expansion of our general commerce, and the increased development of the agricultural and industrial resources of Cuba, since that period.

(*a*) The royal decree of 3d January, 1852, excepted Cuba and Porto Rico from the privileges thus reciprocated.

The most obvious effect has been to exclude Spanish ships from our ports, and to destroy, in a measure, all that portion of the carrying trade hence to Cuba which comprised articles of foreign product; for, the Spanish vessels, no longer permitted to engage in the carrying trade between the United States and Cuba, on more favorable terms than American vessels, were soon driven from our ports, and supplied the wants of the island from the countries where the articles were produced; and thus the hardware, glass, delf, and dry-goods of England, that had been previously brought to the United States in American packet-ships, principally, from London and Liverpool to New York, were now directly imported into Cuba; and the same result has attended the carrying trade from France in her silks and fancy wares, and Germany in her cottons, linens, and hosiery.

The following table exhibits the number and nationality of vessels employed in the trade of Cuba during the three years 1826, 1829, and 1834:

ENTERED.				CLEARED.			
	1826.	1829.	1834.		1826.	1829.	1834.
Spanish	188	396	797	Spanish	127	366	717
United States	1,106	969	945	United States	914	890	910
All other	365	337	294	All other	247	314	290
Total	1,659	1,702	2,036	Total	1,288	1,570	1,917

An analysis of the preceding figures will show an aggregate increase in the number of vessels entered from 1826 to 1829 of 43; and to 1834, of 377; and in vessels cleared, an increase, for the first period, of 282, and for the second, of 629.

The increase in Spanish vessels entered from 1826 to 1829 was 208, and to 1834, 609 vessels. The decrease from 1826 to 1829 in United States vessels was 137, and to 1834, 161; and the decrease in vessels from all other nations, for the first period, was 28, and to 1834, 71 vessels.

Table exhibiting the value of imports into Cuba during the three years 1826, 1829, 1834.

	1826.	1829.	1834.
NATIONAL COMMERCE.			
National vessels	$409,352	$1,460,041	$3,412,487
Foreign vessels	2,449,440	3,501,002	
Deposit	1,759,621	2,521,442	1,134,407
FOREIGN COMMERCE.			
National vessels	314,683	844,826	4,970,013
From United States	5,632,808	5,734,765	3,690,101
From France	1,169,451	1,245,947	906,414
From England	1,323,627	1,837,775	1,676,918
From Hanse Towns	1,293,989	1,005,749	562,690
From Italy, Holland, Portugal, Denmark, and East Indies	572,783	544,309	2,210,270
Total	14,925,754	18,695,856	18,563,300

The preceding tables show an increase in the aggregate value of imports into the island in 1829 over 1826 of $3,770,102; while, during the second period, from 1829 to 1834, this trade remained stationary. A minute analysis of the figures, however, will show the significant fact that, while the carrying trade in Spanish bottoms has risen from $844,826 in 1829 to $4,970,013 in 1834, the imports from the United States, during the same period, fell from $5,734,765 to $3,690,101. During the three years compared, the imports into the United States from Cuba remained stationary, being in 1826 $3,894,597; in 1829, $3,191,535; and in 1834, $3,824,724.

During the periods under review—indeed, at all times—provisions form the largest item in the imports from the United States. The enormous discrimination in favor of the national flag on flour has always had the effect of restricting almost exclusively to national vessels the trade in this article. Thus, in 1829 the value of flour imported into Cuba, in Spanish vessels, was $1,582,768, while from the United States it amounted only to $345,335, and from all other places to $13,662; and in 1849, or twenty years after, the value of flour imported in Spanish bottoms was $2,675,262; from the United States, $9,334; and from all other places, $1,725.

The acts of 1832 and 1834 can, unquestionably, be traced in this great falling off in the article of flour; but, that other causes also contributed in securing for the Spanish flag so complete a monopoly of the trade in this article is demonstrated by the fact that, while the value of flour imported from all other places (than the United States) in 1829 amounted to $13,662, representing 1,093 barrels, we find this figure in 1849 dwindled down to $1,725, representing only 138 barrels. That the repeal of these acts would largely augment the export as well as the import trade of the United States with Cuba, there can be no question; but, until the discriminations in favor of the national flag are modified or removed, the carrying trade between the United States and that island would, under their unequal and unjust operation, be almost exclusively monopolized by Spanish bottoms.

The restrictive policy of Spain, especially as regards the trade of her colonies, is adhered to to-day, in Cuba and Porto Rico, almost as rigorously as when she was mistress of nearly the entire southern portion of this continent; and the stationary condition of the trade between the United States and these islands since 1834 would seem to indicate the fruitlessness of any efforts to force her from this line of policy by measures of retaliation or countervailing acts. So long as the system itself shall continue to be the colonial policy of Spain but little modification in its details need be looked for, whether the influence to that end be countervailing acts or diplomacy. "Be careful," say the instructions of the King and Council of the Indies to Luis de Velasco, viceroy of New Spain, early in the sixteenth century—"Be careful not to foster manufactures, nor to allow the cultivation of vines, inasmuch as there was always ample provision of these things, and the commerce of the kingdom should not be impaired by such colonial products;" and in the year 1610 these royal instructions were repeated, with the addition of the following emphatic language: "Inasmuch as you understand perfectly how much the observance of these rules is necessary for the dependence of the colonies, we charge and command you to see to their faithful execution."

The same spirit that dictated this protection for the wine and oil of Spain, and for the exclusive trade in these articles to her American colonies, in 1610, remains unchanged in any degree (because there is no practical distinction between prohibitive discriminations and positive prohibitions,) in the commercial policy, which, in 1856, two centuries and a half later, virtually excludes American flour, and many other staples, for which the inhabitants of Cuba must necessarily look to a foreign market.

Until the system itself is abolished, and Spain adopts the more liberal commercial policy which characterizes the present enlightened age; until she follows the example of Great Britain, Belgium, Holland, and other neighboring countries, in removing all unnecessary shackles from commercial enterprise, the commerce of Cuba, not only with the mother country, but with the United States, and all foreign nations, must remain as it has during the past quarter of a century—crippled, restricted, and struggling; incompetent as a source of revenue to the home

government—inadequate to meet the expenses of the colonial, and almost powerless, from the restrictions with which it is burdened, in developing the exhaustless resources of the island, or even in supplying the necessary means of comfortable subsistence to the great bulk of its inhabitants, unless at prices far above their scanty means.

If the government of Spain could be induced to propose, or to agree to a similar commercial reciprocity with the United States to that now existing between the latter country and the British North American provinces, it would not only supersede countervailing acts and retaliatory measures, by establishing the commercial relations between them on a basis of just and liberal reciprocity; but, it is believed that, while in a very short period it would make the island of Cuba the richest in wealth, as it is in natural resources, of any island of the same size in the world, it would also eminently contribute to cement more strongly, if not render indissoluble, the bonds of union between it and the mother country.

The following table exhibits the value of exports from the United States to Cuba during two periods, embracing three years each:

Years.	Value.	Quantity of flour.	Value.
1834	$3,690,101		
1835	5,406,919		
1836	6,553,281	*Barrels.*	*Dollars.*
1853	6,287,959	1,537	7,730
1854	8,551,752	11,593	82,489
1855	8,004,582	3,428	33,176

It will be seen from this table that the export trade of the United States to Cuba in 1853 is less than it was in 1836, while the increase in 1854 and 1855 is by no means proportionate to the rapid increase of our general commerce, and of the agricultural products of Cuba.

Were the discriminations removed, flour would, unquestionably, become our leading staple export to Cuba.

The importations of this article into Cuba in 1847, were 235,243 barrels, of which 175,870 barrels were from Spain, and 59,373 barrels from the United States. In 1848, the number of barrels imported fell to 231,119, of which only 18,175 barrels were from the United States.

The most moderate estimate puts the consumption of flour in Cuba, were it admitted at reasonable duties, at from 800,000 to 900,000 barrels. That this trade would be enjoyed almost exclusively by the United States is evident from the fact that flour is among our heaviest articles of export, and European competition with a country within a few days' sail of the island would be out of the question.

The balance of trade between the United States and Cuba is enormously against the former. In 1853, this balance amounted to $12,297,796; in 1855 it was $10,620,757. The value of 500,000 barrels of flour, fixing the price at $5 per barrel, would be $2,500,000; or one-fifth of the balance against the United States would be realized on the single article of flour alone. The increased quantities of bacon, pork, lard, and provisions generally, of domestic manufactures, &c., would render the commerce between this country and Cuba more equal, as well as more just; while the exports from Cuba to the United States would be proportionably augmented. One year's trade, if conducted on principles of reciprocity, would be sufficient to demonstrate the advantages which would result to both countries from the adoption of a policy commended alike by the products and wants of each, respectively, and by every principle of commercial economy.

Since the adoption of the Spanish tariff of the year 1830, in Cuba, several revisions have been made, and the rates of duty from time to time have been materially diminished, to the eminent advantage of the revenue; but there has still been retained, and in many instances increased, the differential duty in favor of Spanish products and national bottoms.

The following instances of the operation of these differential duties will sufficiently exhibit their general character.

LARD—an article of great consumption in Cuba, imported almost exclusively from the United States, is subject to a duty of 4½ cents per pound when brought from this country in American bottoms; the coarser qualities of oil, (olive,) which are imported for the same purposes, are delivered with a duty of 2⅘ cents per pound; and the result is, that 10,000,000 pounds of lard, being a vastly superior article, are imported, while 8,500,000 pounds of oil from other countries, far inferior to lard, are enabled to compete with it in the markets of Cuba, because of the difference of price, in its favor, produced by the duty.

The following table will show the values of lard and oil imported into Cuba in 1851, 1852, and 1853:

1851	Lard	$891,743	Olive oil		$477,259
1852	"	883,785	"	"	485,264
1853	"	861,036	"	"	472,783

MEATS.—The existence of a differential duty on meats imported in Spanish bottoms, draws the supply of this article in the markets of Cuba from Buenos Ayres to the extent of 30,000,000 pounds annually; while from the United States it comes to a very limited extent, notwithstanding the quality of the article imported from the United States is far superior to that from South America.

The following table exhibits the quantity of jerked beef imported into Cuba during the years 1850, 1851, 1852, and 1853, and the countries whence exported:

Years.	FROM THE UNITED STATES.		FROM SPAIN, CENTRAL AND S. AMERICA.	
	Arrobas. (a)	Dollars.	Arrobas.	Dollars.
1850	5,244	8,860	1,208,016	1,633,101
1851	5,377	7,862	1,376,552	1,673,910
1852	4,419	6,236	1,163,231	1,607,322
1853	674	1,058	1,016,695	1,367,140

Table exhibiting the value of flour imported into Cuba from 1847 *to* 1853, *digested from the "Balanzas Generales" of that island.*

Years.	From Spain.	From the United States.	From England.	From other countries.
1847	$2,137,976	$528,655	$63,684	$14,547
1848	2,650,623	174,405	9,711	25,650
1849	2,672,500	9,332	5,362	125
1850	3,204,928	6,665	1,250	----------
1851	3,081,525	26,281	650	----------
1852	3,971,909	91,664	2,725	----------
1853	2,677,791	29,830	(b) 30,149	25

(a) The arroba equals about 25 lbs.

(b) Of this sum $27,187 was imported in Spanish bottoms.

The duty in Cuba on flour imported from Spain is $2 50; on that imported from the United States, in American or other foreign bottoms, is $10 81; the effect of which is to drive the American article entirely from the Cuban market, except at such times as when scarcity may have carried it up to famine point.

The tonnage duty that exists on Spanish bottoms is 62½ cents per ton, and on foreign shipping $1 50 per ton, contributing, in combination with other differential duties and restrictions, to the Spanish flag, advantages in the carrying trade of the products of that island to the northern European ports.

The annual report of the Board of Trade of the island, to the superintendent of the royal treasury, of the general navigation and commercial movements of the island, in the year 1850, sets forth these facts in a manner worthy attention.

It shows that in 1850 there had been an increase over the last year of $2,088,226 in the value of goods imported in national vessels, but that the importation in foreign vessels had only increased $574,540; a result to be ascribed to the protective and differential system which favors Spanish over foreign shipping, and on which the present tariff is based.

In regard to exportation, exactly the contrary state of facts will appear. In 1850 the exports in foreign vessels increased $2,748,287, while the increase in national bottoms was only $447,104.

These different results are traceable to two causes, namely: as to imports, to the discriminations, both in respect of tonnage and tariff duties, in favor of the national flag; and as to exports, to the advantages which foreign vessels, exporting the products of the island, enjoy as national vessels in the countries to which they respectively belong—advantages which, in general, more than countervail the discriminating export duty in Cuba in favor of the national flag.

In the year 1849 the value of importation was $26,320,460, an increase over the previous year of $885,892—an amount much less, however, than had been expected from the steady progress of the island; and in the same time the importation diminished, as it appears, in many articles of provision. Foreign flour, preserved meats, cod-fish, bacon, jerked beef, lard, butter, and foreign wine, (although the national wine increased to an amount, in value, $200,000) fell in the scale of quantity, and the article of rice increased more than 8,000 arrobas over the importation of the last year, in consequence of cargoes of that article from Manilla (*a*); so that had it not been for this, and the increased amount of some other provisions imported, articles of manufacture and coin, the yearly account would have exhibited a still more considerable diminution. This state of things was considered by the Board (*b*) to be the result of some evident causes, such as the extreme drought, which affected the crops of the season, and the prevalence of cholera in the ports of Europe and the United States, rendering sanitary measures necessary, which interfered with the natural flow of commerce. But, be these causes what they may, a result of the year was an amount of carrying trade under the Spanish flag to the island, of more than $1,000,000 in the value of effects imported; and if the produce of the Peninsula, brought in national vessels, be taken into account, the increase of this branch of business reached, in twelve months, near $700,000, which was considered to be the result of the differential duties existing.

From earlier tables, it appears that in the year 1826 the value of Spanish produce, arriving at Cuba in Spanish ships, amounted to only $409,352; in the year 1830 it reached $3,000,000; it exceeded $5,000,000 in 1840, and at the close of 1848 had risen to more than $7,000,000. For-

(*a*) *Value of the importation of rice into Cuba, in the years* 1848 *and* 1849.

Years.	From Spain and her colonies.	From Spanish Amer. republics.	From the United States.	From all other countries.
1848.....	$228,943	$101,664	$701,118	$15,521
1849.....	146,925	51,418	799,499	41,234

(*b*) Balanza General del Comercio de la Isla de Cuba, 1849.

eign produce brought in national vessels in 1825 amounted to $2,449,440, exceeded $5,000,000 in 1840, and reached near $8,000,000 in 1848; when the Spanish flag, in both commercial movements, came to float a value of $14,936,811.

The duties arising on importations in the year 1849 were $5,844,783; on exportations, $584,477; making a total of $6,429,260, diminishing, when compared with the preceding year, in the one instance $436,621, and in the other $124,836; making a total of $561,457. Foreign flours fell off 16,654 barrels, although the Spanish increased 1,121 barrels; and a general increase of importations of national produce had ensued, and a lessening of foreign, which tended greatly to decrease the amount of duties.

The commercial action of 1848 and 1849, and of succeeding years, is illustrated by the following tables, made up from the official exhibits compiled, annually, for the government:

Statement of the quantities or values of the principal articles of subsistence exported from Cuba, during the years 1848 *to* 1854, *each year being compared with its immediate predecessor.*

Years.	Aguardiente, (Rum.)	Cotton.	Sugar.	Coffee.	Beeswax.	Woods.	Honey.	Molasses.	Copper ore.	Leaf tobacco.	Cigars.
	Pipes.	*Pounds.*	*Boxes.*	*Arrobas.*	*Arrobas.*	*Dollars.*	*Dollars.*	*Hhds.*	*Quintals.*	*Pounds.*	*M.*
1849	11,640	73,655	1,099,884	877,636	35,691	317,894	48,103	246,570	583,310	4,019,133	123,720
1848	16,339	28,590	1,228,718	694,137	50,110	350,205	56,523	228,726	656,491	6,275,630	161,480
Increase	.....	45,065	.....	183,499	.....	.....	.....	17,844	.....	.....	.....
Diminution	4,699	.....	128,834	.....	14,419	32,311	8,420	.....	73,181	2,256,497	37,760
1850	(a) 4,825	83,475	1,249,613	520,134	58,194	359,128	55,132	269,044	552,288	7,978,148	212,640
1849	11,640	73,655	1,099,884	877,636	35,691	317,894	48,103	246,570	583,310	4,019,133	123,720
Increase	185	9,820	149,729	.....	22,503	41,234	7,029	22,474	.....	3,959,015	88,920
Diminution	.....	.....	.....	357,502	.....	.....	.....	.....	31,022	.....	.....
1851	9,221	13,045	1,539,994	575,119	57,453	398,811	69,625	318,428	432,882	9,436,591	270,313
1850	11,825	83,475	1,249,613	520,134	58,194	359,128	55,132	269,044	552,288	7,978,148	212,640
Increase	.....	.....	290,381	54,985	.....	39,683	14,493	49,384	.....	1,458,443	57,673
Diminution	2,604	70,430	.....	.....	741	.....	.....	.....	119,406	.....	.....
1852	11,359	12,009	1,409,012	739,326	58,591	458,945	78,638	262,593	381,470	9,737,443	142,567
1851	9,221	13,045	1,539,994	575,119	57,453	398,811	69,625	318,428	432,882	9,436,591	270,313
Increase	2,138	.....	....	164,207	1,138	60,134	9,013	.....	.....	300,852	.....
Diminution	.....	1,036	130,982	.....	.....	.....	.....	55,835	51,412	.....	127,746
1853	14,294	138,625	1,657,192	442,730	45,946	448,433	85,959	303,331	....(b).....	8,039,797	237,350
1852	11,359	12,009	1,409,012	739,326	58,591	458,945	78,638	262,593	381,470	9,737,443	c 142,567
Increase	2,935	126,616	248,180	.....	.....	.....	7,321	40,738	.....	.....	94,783
Diminution	.....	.....	.....	296,596	12,645	10,512	.....	.....	381,470	1,697,646	.....
1854	25,272	37,262	1,685,751	511,493	71,334	547,818	104,312	261,815	549,553	9,809,150	251,313
1853	14,294	138,625	1,657,192	442,730	45,946	448,433	85,959	303,331	345,080	8,039,797	237,350
Increase	10,978	.....	28,559	68,763	25,388	99,385	18,353	.....	204,473	1,769,353	13,963
Diminution	.....	101,363	.....	.....	.....	.....	.....	41,516	.....	.....	.....

NOTE.—Slight discrepancies have been detected in the figures for the same years as given in different Balanzas; they are, however, generally unimportant, and seldom affect the columns of hundreds.

(a) Error—the figures for 1850 should stand 11,825.

(b) An error in the "Balanza" resumen. The details show an importation of 345,080, which would make the diminution 36,390.

(c) There is an error in the original tables of the Balanza for 1852, amounting to 38,043, which brings the total up to 180,610, and leaves an increase of only 56,740.

Statement of the quantities or values of the principal articles of subsistence imported into Cuba during the years 1848 *to* 1854, *each year being compared with its immediate predecessor.*

Years.	Rice.	Codfish.	Spanish flour.	Foreign flour.	Beef.	Pork.	Ham.	Lard.	Butter.	Cheese.	Jerked beef.	Bacon.	Spanish wines.	Foreign wines.
	Arrobas.	*Arrobas.*	*Barrels.*	*Barrels.*	*Pounds.*	*Pounds.*	*Pounds.*	*Arrobas.*	*Pounds.*	*Pounds.*	*Arrobas.*	*Pounds.*	*Dollars.*	*Dollars.*
1849	872,806	577,465	214,240	1,597	326,225	763,400	1,776,038	365,024	763,941	1,306,114	1,184,096	525,209	1,474,105	101,348
1848	864,278	883,069	212,944	18,176	819,200	1,113,100	2,529,525	373,706	693,473	1,667,270	1,270,677	658,680	1,248,492	103,340
Increase	8,528		1,296						70,468				225,613	
Diminution		305,604		16,579	492,975	349,700	753,487	8,682		361,156	86,581	133,471		1,992
1850	917,863	445,695	256,606	845	363,040	910,908	1,837,382	294,391	598,633	1,426,406	1,213,260	353,301	1,700,162	75,371
1849	872,806	577,464	214,240	1,596	326,225	763,400	1,776,037	365,024	763,941	1,306,114	1,184,096	525,209	1,474,105	101,347
Increase	45,057		42,366		36,815	147,508	61,345			120,292	29,164		226,057	
Diminution		131,769		751				70,633	165,308			171,908		25,976
1851	929,069	524,924	246,697	2,326	439,042	624,200	1,655,500	298,401	594,194	1,422,511	1,381,930	349,223	1,530,330	99,260
1850	917,863	445,695	256,606	845	363,040	910,908	1,837,382	294,391	(*a*) 593,633	1,426,406	1,213,260	(*b*) 353,391	1,700,162	75,371
Increase	11,206	79,229		1,481	76,002			4,010	561		168,670			23,889
Diminution			9,909			286,708	181,882			3,895		4,168	169,832	
1852	837,687	541,742	320,922	7,028	775,350	436,787	776,968	294,509	460,419	1,595,670	1,263,613	457,245	1,681,994	173,403
1851	929,069	524,924	246,697	2,326	439,042	624,200	1,655,500	298,401	594,194	1,422,511	1,381,930	349,223	1,530,330	99,260
Increase		16,818	74,225	4,702	336,308					173,159		108,022	151,664	74,143
Diminution	91,382					187,413	878,532	3,892	133,775		118,317			
1853	1,168,672	533,535	214,466	5,100	516,050	623,225	1,122,550	286,680	509,140	794,931	1,017,369	497,105	1,542,795	164,692
1852	837,687	541,742	320,922	7,028	775,350	436,787	766,968	294,509	460,419	1,595,670	1,263,613	457,245	1,681,994	173,403
Increase	330,985					186,138	355,582		48,721			39,860		
Diminution		8,207	106,456	1,928	259,300			7,829		800,739	246,244		139,199	8,711
1854	1,070,240	621,301	281,397	7,237	769,100	687,495	1,562,652	374,817	462,265	1,250,634	1,376,875	636,925	1,265,068	313,866
1853	1,168,672	533,535	214,466	5,100	516,050	623,225	1,122,550	286,680	509,140	794,931	1,017,369	497,106	1,542,795	164,692
Increase		87,766	66,931	2,137	253,050	64,270	440,102	88,137		455,703	359,506	139,819		149,174
Diminution	98,432								46,875				277,727	

NOTE.—Slight discrepancies and some few errors have been detected in the figures for the same years as given in different Balanzas; they are, however, generally unimportant, and seldom affect the column of hundreds.

(*a*) An error in the resumen. It should be 598,633, and the result should be—*diminution*, 4,439.

(*b*) Error in resumen; it should be 353,301.

Commerce of Cuba with foreign nations, from 1848 *to* 1854.

[Made up from the "Balanzas Generales."]

COUNTRIES.	1848.		1849.		1850.		1851.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Spain	$7,088,750	$3,927,007	$7,682,757	$3,113,070	$8,640,625	$3,071,084	$8,500,258	$2,836,328
United States	6,933,538	8,285,828	6,578,295	6,301,657	6,653,360	8,359,252	8,148,077	13,222,844
England	4,974,545	7,064,798	5,810,670	7,127,420	6,117,669	7,061,056	7,374,958	7,159,896
France	1,349,683	1,184,201	1,252,466	1,212,909	1,747,580	1,862,596	1,738,368	1,463,168
Germany	1,483,439	3,918,806	1,223,681	1,712,067	2,107,293	1,871,620	1,852,576	2,242,220
Belgium	67,385	503,456	402,785	673,562	318,881	963,393	412,283	519,982
Spanish-America	2,166,278	356,774	2,197,630	872,083	2,001,664	578,237	2,759,797	748,068
Portugal and Brazil	199,027	31,834	12,849	14,720	33,882	----------	61,365	----------
Holland	108,035	364,680	194,147	301,365	190,479	554,450	240,875	530,981
Denmark	476,750	109,331	357,134	230,754	520,200	279,937	596,010	256,309
Russia	----------	76,418	----------	638,702	----------	446,770	----------	1,766,482
Sweden and Norway	----------	23,409	----------	36,150	----------	11,262	28,998	94,369
Austria	----------	----------	----------	16,964	----------	----------	----------	19,880
Italy	17,766	193,722	27,313	185,128	13,297	572,286	27,148	481,151
Deposit	570,364	----------	580,608	----------	638,291	----------	570,712	----------
Total	25,435,565	26,077,068 (a)	26,320,460 (b)	22,436,556	28,983,227	25,631,948	32,311,430	31,341,683

TABLE—Continued.

COUNTRIES.	1852.		1853.		1854.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Spain	$10,200,429	$3,882,634	$7,756,905	$3,298,871	$9,057,428	$3,615,692
United States	6,552,585	12,076,408	6,799,732	12,131,095	7,867,680	11,641,813
England	5,638,824	5,486,677	6,195,921	8,322,835	6,610,909	11,119,526
France	2,203,354	1,513,368	2,177,222	3,293,389	2,558,198	1,921,567
Germany	1,102,002	1,690,165	1,115,940	1,474,018	1,420,639	1,824,074
Belgium	493,908	321,260	998,511	466,306	635,866	811,880
Spanish-America	2,144,618	801,160	1,677,476	514,831	2,145,370	671,380
Portugal and Brazil	----------	----------	----------	----------	16,245	14,186
Holland	243,386	297,152	88,876	246,661	194,390	251,482
Denmark	657,554	864,366	485,422	403,085	538,824	309,949
Russia	----------	483,218	----------	253,688	----------	----------
Sweden and Norway	27,783	15,489	47,756	16,309	14,076	23,694
Austria	----------	241,458	----------	138,036	----------	168,453
Italy	32,309	380,586	69,022	651,275	24,082	313,779
Deposit	483,486	----------	377,011	----------	310,865	----------
Total	29,780,242	27,453,936	27,789,800	31,210,405	31,394,578	32,683,731 (c)

NOTE.—The totals in these tables, in some instances, differ from the actual amounts of the sums given; but, as the fractional parts of the dollar are omitted, and as it is more likely that typographical errors have occurred in the hands of the printer than in the calculations at the Havana custom-house, the figures found in the Balanzas are in no instance departed from.

(a) To make this total, add for Prussia $36,800. (b) To make this total, add for Prussia $120. (c) To make this total, add for Prussia $5,258.

Number of vessels entering the ports of Cuba from 1848 *to* 1854.

Nation.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
Spanish	875	877	878	883	947	901	928
United States	1,733	1,639	1,596	2,014	1,886	2,307	2,130
English	670	451	498	570	476	368	467
French	85	67	125	116	82	126	100
German	72	58	70	74	60	57	67
Danish	20	11	24	35	32	20	29
Dutch	21	24	20	25	36	24	25
Belgian	23	24	49	61	27	45	24
Spanish American	15	9	7	13	11	13	16
Swedish and Norwegian	16	12	25	27	11	17	16
Russian	7	15	22	14	8	7	1
Prussian	2	13	9	7	27	17	4
Sardinian	6	9	11	.....	.....	.....	.....
Brazilian	2	3	2	3	2	2	.....
Austrian	1	1	18	23	2	8	.....
Italian	.....	.....	2	4	5	6	4
	3,548	3,213	3,356	3,869	3,612	3,918	3,811

Statement of the quantities or values of the principal articles exported from Cuba, 1848—1854.

[Made up from the "Balanzas Generales."]

ARTICLES.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
Coffee ----------arrobas--	694,137	877,636	520,134	575,119	739,326	442,730	511,493
Cotton---------- (*a*) arrobas--	1,143	2,946	3,339	521⅛	12,009	5,545	1,490
Cacao ----------arrobas--	3,485½	2,170	7,768	7,039	38,614	37,857	18,650
Majaqua, (cut.)-----dollars--	7,857	3,368	11,076	28,179	1,458	1,021	59
Beeswax, (brown) --arrobas--	15,566	16,532	18,234	13,449	27,310	26,406	29,042
Beeswax, (white)---arrobas--	34,544	19,158	39,960	44,004	31,281	19,540	42,292
Tobacco, (leaf)-----pounds--	6,275,630	4,019,133	7,978,148	9,436,591	9,737,443	8,039,797	9,809,150
Turtle-shell -------pounds--	2,395	3,678	4,884	30,140	3,343	4,363	2,730
Sugar ----------boxes--	1,228,718	1,099,884	1,249,613	1,539,994	1,409,012	1,657,192	1,685,751
Molasses ----------hhds--	228,726	246,570	269,044	318,428	262,593	303,331	261,815
Copper-ore -------quintals--	656,491	583,310	552,288	432,882	381,470	345,080	549,553
Guano, (palm leaf)-seroons--	26,044	36,038	53,831	47,361	42,851	4,283	10,411
Aguardiente---------pipes--	16,336	11,640	11,825	9,221	11,359	14,294	25,272
Cigars----------thousands--	161,480	123,720	208,212	270,313	180,610	237,350	251,313
Cigarillos and picado --dols--	110,096	39,110	77,299	105,445	64,796	84,595	178,825
Honey ----------dollars--	56,523	48,103	55,132	69,625	78,638	85,959	104,312
Fruits, &c ----------dollars--	37,267	24,619	54,547	82,044	83,476	63,106	82,628
Woods ----------dollars--	350,205	317,894	359,128	398,811	458,945	448,433	547,818
Metals, (old)-------dollars--	102,638	36,592	84,889	62,254	80,126	193,100	99,138
Mats----------dollars--	48,483	7,692	6,774	7,138	8,008	50,624	12,693
Manufactures ------dollars--	70,143	47,332	41,037	49,837	236,630	151,522	99,136
Liquids and provisions-dols--	96,284	106,613	131,093	142,058	107,510	88,456	124,277
Hides ----------dollars--	7,983	8,150	9,655	5,849	25,548	21,162	21,185
All other articles ---dollars--	174,372	349,492	231,772	260,333	434,376	395,028	130,724
Total value of *all* exports--$	26,077,067	22,436,556	25,631,948	31,341,683	27,453,936	31,210,405	32,683,731

Statement of the values of the principal articles imported into Cuba from 1848 *to* 1854.

[Made up from the "Balanzas Generales."]

ARTICLES.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
Articles of subsistence.							
Olive oil	$563,717	$567,440	$707,974	$477,259	$485,264	$472,783	$488,162
Liquids	2,042,042	2,164,920	2,448,561	2,347,786	2,563,303	2,359,058	2,736,874
Meats	2,075,129	1,971,262	1,978,011	1,985,423	1,909,393	1,625,657	2,215,029
Spices	58,434	62,934	66,558	86,442	92,065	81,146	97,514
Fruits, nuts, preserves	240,304	271,017	259,445	287,586	305,374	275,340	275,742
Rice	1,075,636	1,092,597	1,138,744	1,159,656	1,046,604	1,072,685	1,000,221
Cereals, flour, pulse, cacao	3,220,682	3,067,544	3,410,938	3,644,154	4,404,497	3,127,293	4,388,846
Lard and butter	1,176,084	1,200,755	968,072	974,781	948,143	941,408	1,197,643
Cheese	100,338	149,751	167,924	171,662	186,245	89,416	153,135
Fish	723,602	653,680	521,348	619,205	668,424	599,285	878,323
Ice	----------	189,753	201,837	199,842	72,717	97,942	119,985
Dry goods.							
Cottons	2,177,716	2,487,205	2,595,909	3,021,009	2,661,567	3,080,874	2,595,098
Woolens	405,851	497,888	522,422	431,702	359,060	487,187	424,673
Linens	2,028,350	2,840,982	3,151,798	3,528,084	2,431,564	2,198,592	2,425,195
Silks	486,672	330,943	427,967	529,812	598,747	583,165	654,837
Other manufactures.							
Skins and peltries	475,152	433,710	476,801	589,457	635,374	703,802	864,825
Wood	2,312,733	1,721,299	1,885,375	2,211,229	2,042,186	1,868,960	2,402,807
Metal	188,084	213,266	230,749	280,209	156,985	106,460	167,172
Glass	72,284	64,450	95,583	104,504	176,797	217,258	141,510
Iron-ware	1,061,893	993,044	1,098,313	1,186,579	1,329,695	1,634,535	1,578,945
Soap	420,432	518,315	479,525	515,139	581,067	518,220	529,130
Medicines	99,441	96,430	144,007	168,925	137,136	150,423	142,960
Furniture	120,091	94,106	107,932	157,628	131,200	162,963	164,984
Perfumery	27,982	43,219	50,473	65,141	103,944	171,646	115,338
Candles, sperm, lard	123,882	134,672	178,826	183,901	140,344	171,247	127,871
Tobacco of all kinds	22,729	22,676	13,223	20,769	27,672	17,852	20,325
Coin.							
Gold and silver	759,191	858,634	1,361,058	2,511,408	989,424	479,560	238,937
Total value of *all* imports	$25,435,565	26,320,460	28,983,227	32,311,430	29,780,242	27,789,800	31,394,578

In 1851 Cuba imported to the amount of $32,311,430, being an increase over the year 1850 of $3,328,203, which exceeded the importations of 1849 nearly two millions of dollars. The only articles that had suffered diminution were liquids, woolens, and materials for railroad cars. The importations were, in value—

Under the national flag	$19,899,176
Under foreign flags	12,412,254
Total importations in 1851	32,311,430

The imports under the Spanish flag exceeded those of 1850 by $1,444,104—a result that was considered chiefly attributable to the system of duties in force; under foreign flags, the importations, which for several years had rarely exceeded eleven millions of dollars, increased in 1851 to the amount of $1,884,098 over the previous year. The merchandise brought from Spanish ports amounted to more than eight and a half millions of dollars, being $352,181 more than the total imports from the United States; $1,225,300 more than those from Great Britain; $5,740,461 more than those from the former Spanish possessions, and nearly 25 per cent. on the total amount of imports from all countries.

The exports of 1851 exceeded those of 1850 by $5,709,735, which was an increase over 1849 of more than three millions of dollars. The following will show the relative proportion of the exports in Spanish and foreign bottoms in 1851:

In national vessels	$6,204,653
In foreign vessels	25,137,029
Total exports in 1851	31,341,682

This was an increase over 1850 of $184,013 in national ships, and $5,525,721 in foreign ships; which was nearly equal to the value of the increased production and exports of the island over the preceding year. The quantity of sugar exported from the island in 1851 was 281,381 boxes over 1850, which exceeded the previous year nearly 150,000 boxes. The increase of the important staples of molasses, coffee, and tobacco, (raw and manufactured,) though not so great, was highly important. These facts are significant of the force of foreign reciprocal duties, and forcibly demonstrate that any discriminating export or tonnage duty on foreign vessels, sufficiently effective to give this outward movement to the Spanish flag, must fatally injure the productiveness, national commerce, and industry of the island.

The amount of shipping which entered the ports of Cuba during 1851 was as follows:

Under the national flag	270,176 tons.
Under foreign flags	727,814 "
Total	997,990 "

This was an increase over the year 1850 as follows:

Under the national flag	24,112 tons.
Under foreign flags	99,864 "
Total increase	123,976 "

A comparison of the returns for 1845 with those for the year under review gives to the Spanish flag an increase, during that period, of nearly one hundred per cent.

The value of importations diminished in the year 1852 $2,531,188, and the exportations $3,887,746, below those of the previous year. The falling off in imports was on the articles rice, 91,382 arrobas; pork, 187,413 pounds; hams, 878,532 pounds; lard, 3,891 arrobas; butter, 133,775 pounds; jerked beef, 118,317 arrobas; and in exports, on cotton, 1,036 pounds; sugar, 130,982 boxes; molasses, 55,834 hogsheads; copper, 51,412 quintals; cigars, 127,746,000. The great falling off in the item of sugar could not have failed to act in a corresponding manner on the amount of tonnage, and, measurably, on the value of imports.

The importations in 1853 reached an aggregate value of $27,789,800—an amount exceeded, the preceding year, by $1,990,441. The articles which suffered the greatest diminution were cod-fish, flour, beef, lard, cheese, jerked beef, bacon, Spanish and foreign wines. While thus

the value of imports diminished, that of exports considerably increased. The total increase over 1852 amounted to $3,756,468.

The United States exported to Cuba in 1853 goods to the value of $6,799,733, being an increase on the exportations of the preceding year of $247,148; and imported to the value of $12,131,095, showing an increase of $54,687. The total trade between Cuba and the United States is usually about the third part, or 33⅓ per cent., of the total imports and exports of the island.

The total number of vessels entered the ports of Cuba in 1853 was 3,918; total number cleared, 3,827. The following table exhibits the nationality of these vessels:

Nationality.	Entered.	Cleared.
Spanish	901	882
United States	2,307	2,173
British	368	461
French	126	121
Belgian	45	26
Dutch	24	18
German	57	67
Danish	20	23
Swedish	17	22
Russian	7	11
Prussian	17	7
Spanish American	13	11
Italian	6	5
Brazilian	2	----
Austrian	8	----
Total	3,918	3,827

In 1854, the total trade of Cuba ascended to $64,078,309, viz: imports to $31,394,578, and exports to $32,683,731. This movement exhibited the following result, when compared with the trade of the preceding year:

Total imports in 1854	$31,394,578 06¼
" " 1853	27,789,800 62½
Increase in 1854	3,604,777 43¾
Total exports in 1854	$32,683,731 00
" " 1853	31,210,405 12½
Increase in 1854	1,473,325 87½

An analysis of the returns from which the preceding figures are derived exhibits the following details: Of imports, the increase is perceived especially on the articles cod-fish, flour, (national and foreign,) pork, beef, hams, lard, cheese, jerked beef, bacon, and foreign wine; while there was a slight decrease on the articles rice, butter, and Spanish wine.

Of exports, the increase fell, chiefly, on rum, sugar, coffee, wax, woods, honey, copper ore, leaf-tobacco, and cigars; while the articles raw cotton and molasses show a slight falling off.

Under the national flag, the increase of importations over those of 1853 was, in value, $2,254,524; in foreign bottoms, there was a similar increase of $1,350,453.

The increase in exports, under the Spanish flag, was $1,232,759; under foreign flags, $240,566.

The exports from Cuba to the United States, during this year, amounted in value to $11,641,813, or more than one-third of the exports of the island to all countries; the imports into Cuba from the United States, during the same period, reached, in value, $7,867,680, or over one-fourth of the total imports from all countries.

Of the imports into Cuba from the United States, only $19,755, in value, was carried in Spanish vessels; while the value of such imports, under foreign flags, reached as high as $7,847,925. The exports from Cuba to the United States were exclusively borne in foreign bottoms—two arrivals, one from Havana, carrying a value of $219; the other from Gibara, with freight amounting to $540: in all, $759—being too insignificant to constitute a noticeable exception.

No data are accessible on which to estimate the commerce of Cuba for 1855, the Balanza for that year not having, as yet, been received at the Department of State.(a) The following "statements" of revenue collected by the maritime and terrestrial custom-houses of that island in the month of December, 1855, compared with the same month of 1854; and, also, for the year 1855, compared with the preceding year, published in the Government Gazette, by order of the superintendent general of the royal exchequer, indicate increased activity of trade; the excess of revenue collected in December, 1855, over the same month in 1854, being nearly $254,000, and the excess for the whole of 1855 over the whole of 1854 amounting to $350,428 43¾.

Statement of revenue collected in Cuba in December, 1855 *and* 1854, *compared.*

ADMINISTRATIONS.	IN DECEMBER, 1855.		IN DECEMBER, 1854.		INCREASE IN 1855.		DECREASE IN 1855.	
	Maritime.	Terrestrial.	Maritime.	Terrestrial.	Maritime.	Terrestrial.	Maritime.	Terrestrial.
Havana	$543,589 12½	$123,787 06¼	$364,798 18¾	$103,602 56¼	$178,790 93¾	$20,184 50	.....	.....
Matanzas	46,993 43¾	25,676 31¼	57,970 93¾	20,755 87½	.....	4,920 43¾	$10,977 50	.....
Cardenas	13,146 75	6,803 00	7,467 87½	5,179,06¼	5,678 87½	1,623 93¾	.....	.....
Trinidad	17,487 31¼	11,218 00	14,714 31¼	8,592 81¼	2,773 00	2,625 18¾	.....	.....
Villa-Clara	.....	8,768 43¾	.....	5,348 81¼	.....	3,419 62½	.....	.....
Sto. Espiritu	.....	6,736 81¼	.....	6,500 31¼	.....	236 50	.....	.....
Sagua La Grande	1,423 06¼	6,409 43¾	2,979 12½	3,566 06¼	.....	2,843 37½	1,556 06¼	.....
Cienfuegos	20,973 75	7,620 68¾	16,007 87½	5,433 68¾	4,965 87½	2,187 00	.....	.....
Remedios	2,392 37½	3,825 18¾	.....	3,135 43¾	2,392 37½	689 75	.....	.....
Cuba	41,897 18¾	23,809 68¾	31,586 25	27,682 87½	10,310 93¾	.....	.....	$3,873 18¾
Manzanillo	7,377 31¼	8,038 00	3,999 56¼	7,435 37½	3,377 75	602 62½	.....	.....
Gibara	2,020 06¼	648 56¼	2,867 31¼	211 06¼	.....	437 50	847 25	.....
Bayamo	.....	9,030 18¾	.....	2,617 06¼	.....	6,413 12½	.....	.....
Holguin	.....	2,150 12½	.....	1,980 81¼	.....	169 31¼	.....	.....
Baracoa	513 06¼	1,051 93¾	215 62½	751 56¼	297 43¾	300 37½	.....	.....
Nuevitas	4,433 43¾	1,172 81¼	3,761 31¼	763 87½	672 12½	408 87½	.....	.....
Sta. Cruz	7 25	70 37½	1,489 25	47 68¾	.....	22 68¾	1,482 00	.....
Guantanamo	75	2,722 18¾	448 62½	833 06¼	.....	1,889 12½	447 87½	.....
Pto. Principe	.....	26,366 93¾	.....	18,119 68¾	.....	8,247 25	.....	.....
Lottery Department	.....	59,424 25	.....	52,766 12½	.....	6,658 12½	.....	.....
Total	702,254 87½	335,330 00	508,306 25	275,323 81¼	209,259 31¼	63,879 31¼	15,310 68¾	3,873 18¾

Revenue collected in December, 1855	$1,037,584 87½
Do. do. do. 1854	783,630 06¼
Increase in 1855	253,954 81¼

(a) The Balanza for 1854 did not reach the Department of State until April, 1856.

Statement of revenue collected in Cuba in 1855 *and* 1854, *compared.*

Administrations.	IN THE YEAR 1855.		IN THE YEAR 1854.		INCREASE IN 1855.		DECREASE IN 1855.	
	Maritime.	Terrestrial.	Maritime.	Terrestrial.	Maritime.	Terrestrial.	Maritime.	Terrestrial.
Havana	$6,456,359 62½	$2,094,971 56¼	$6,416,416 43¾	$2,033,226 12½	$39,943 18¾	$61,745 43¾	.....	.....
Matanzas	869,011 12½	230,900 00	918,509 68¾	205,651 25	.....	25,248 75	$49,498 56¼	.....
Cardenas	315,560 75	86,782 81¼	329,954 62½	58,943 81¼	.....	27,839 00	14,393 87½	.....
Trinidad	260,561 87½	78,719 37½	216,233 18¾	63,903 43¾	44,328 68¾	14,815 93¾	.....	.....
Villa-Clara	.....	68,534 00	.....	63,608 31¼	.....	4,925 68¾	.....	.....
Sto. Espiritu	.....	83,584 43¾	30,114 81¼	69,010 56¼	.....	14,573 87½	30,114 81¼	.....
Sagua la Grande	132,511 37½	31,865 00	115,878 06¼	29,010 06¼	16,633 31¼	2,854 50	.....	.....
Cienfuegos	354,272 18¾	84,429 68¾	359,891 87½	59,650 00	.....	24,779 68¾	.....	.....
Remedios	58,715 43¾	37,269 18¾	48,322 87½	41,301 12½	10,392 56¼	.....	.....	$4,031 93¾
Cuba	626,699 12½	364,520 75	674,362 18¾	296,378 12½	.....	68,142 62½	47,663 06¼	.....
Manzanillo	62,148 25	34,709 31¼	75,585 81¼	30,834 37½	.....	3,874 93¾	13,437 56¼	.....
Gibara	42,710 68¾	7,578 87½	46,170 56¼	8,111 31¼	2,540 12½	.....	.....	532 43¾
Bayamo	.....	50,092 56¼	.....	37,539 93¾	.....	12,552 62½	.....	.....
Holguin	.....	30,876 18¾	.....	24,712 93¾	.....	6,163 25	.....	.....
Baracoa	3,498 75	11,043 62½	22,910 18¾	7,267 37½	.....	3,776 25	14,411 43¾	.....
Nuevitas	74,451 06¼	9,921 25	95,654 06¼	9,818 62½	.....	102 62½	21,503 00	.....
Sta. Cruz	10,600 12½	630 75	17,950 81¼	635 81¼	.....	.....	7,350 68¾	5 06¼
Guantanamo	16,961 25	14,529 00	12,936 12½	8,525 50	4,025 12½	6,003 50	.....	.....
Pto. Principe	.....	183,950 37½	.....	177,159 06¼	.....	6,791 31¼	.....	.....
Lottery department	.....	1,096,429 75	.....	939,492 18¾	.....	156,937 56¼	.....	.....
Total	9,288,761 62½*a*	4,601,338 50	9,374,891 31¼	4,164,779 93½	117,863 00	441,127 56¼	203,992 68¾*b*	4,569 43¾

Revenue collected in 1855	$13,890,100 12½ [*c*]
Do 1854	13,539,671 24¾
Increase in 1855	350,428 87½

It may be proper to remark in this place, that the *Balanzas Generales*, from which the preceding and subsequent tables are derived, are not to be considered as giving the precise quantities and values of the commercial exchanges of the island of Cuba with foreign nations. They, doubtless, present the minimum amounts of each, as it would seem to be the policy of the custom-house officials, by whom these annual reports are prepared, to undervalue the foreign trade of the island.

As far back as the year 1825, the unreliability of these Balanzas, as authority in statistical compilations, requiring precise accuracy, was noticed by Baron Humboldt, in that portion of his "Personal Narrative" which relates to the island of Cuba. Alluding to them, he observes: "I have examined, in another work, fifteen years since, the basis upon which are founded the tables published under the fallacious title of "Balanza de Comercio." Since that period, it would seem that but little improvement has been made in the preparation of these annual exhibits of trade; for the Department is officially advised, as late as 1853, that, in respect of values, the amounts stated in the Balanzas are fully one-fourth less than the real market value both of imports and exports. However this may be, the statements and tables given are all which are accessible; none other being published or prepared; and for all useful purposes, they will serve the statistician as well as if the greatest accuracy had been attained.

The commerce of Cuba with foreign nations for the years 1852, 1853, and 1854, is fully set forth in the annexed statements, taken from the "Balanzas Generales" for those years. They are followed by two other tables, made up from the Balanzas, designed to illustrate the commercial movements of Cuba during a period of twenty-nine years, from 1826 to 1854, both inclusive; while a third table exhibits a comparative view of the foreign commerce of Cuba and Porto Rico during a period of seven years, from 1848 to 1854.

(*a*) Error in original: the figures should be 9,284,061 62½.

(*b*) Error of $5,618 68—excess.

(*c*) Error of $4,700—excess.

COMMERCE OF CUBA WITH FOREIGN NATIONS—1852.

[From the "Balanza General."]

IMPORTATION.

Ports.	Spain.	U. States.	G. Britain.	France.	Germany.	Belgium.	Span. America.	Denmark.	Holland.	Italy.	Russia.	Sweden & Norway.	Brazil.	Austria.	Deposit.	Amount.
IN SPANISH VESSELS.	*Pesos.* [a] *rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*
Havana	7,436,956 5½	271,326 7½	4,143,546 2	1,701,741 0½	913,631 2	414,714 5	1,452,769 7½	1,662 2½	292 0						241,044 3½	16,577,685 4
Matanzas	970,772 0½		27,322 3½				253,509 4½									1,251,604 0½
Trinidad	389,410 4						29,583 0									418,993 4
Cienfuegos	274,773 0		5,593 0				13,940 5	5,021 5½	3,265 2							302,593 4½
Nuevitas	84,727 4	18,670 0	9,006 0													112,403 4
Remedios																
Sto. Espiritu			29,191 0													29,191 0
St. Jago	879,111 7½	6,938 4	58,255 1	14,560 2			300 0	420,718 7	19,317 2½						154 0	1,399,356 0
Gibara	60,333 0							98,709 4	3,252 0							162,294 4
Manzanillo								2,464 0	2,081 1½							4,545 1½
Baracoa	29,936 2							37,148 3								67,084 5
Total	10,162,020 7½	296,935 3½	4,272,913 6½	1,716,301 2½	913,631 2	414,714 5	1,750,103 1	565,724 6	28,207 6						241,198 3½	20,325,751 3½
IN FOREIGN VESSELS.																
Havana		3,528,974 5½	703,675 1½	311,002 6	87,007 6	79,193 4	345,295 5½	13,870 6	160,560 1½	32,277 7		27,783 0½			241,044 3	5,530,685 6½
Matanzas	1,519 7	711,623 4½	117,829 7½		18,108 4½		16,082 6									865,164 5½
Cardenas	72,888 5	511,657 3	71,265 2													655,791 2
Mariel		11,973 7														11,973 7
Trinidad		230,700 4½	33,321 1		12,790 6½		22,290 0									299,102 4
Cienfuegos		196,425 0	81,571 7½	3,996 1½	4,308 6½		10,846 6½	6,144 6	30,358 5½							333,652 1½
Nuevitas		254,365 2	1,876 7													256,242 1
Sagua		115,419 3														115,419 3
Remedios		51,186 1½	5,623 0½													56,812 2
Santa Cruz		3,087 1	723 0½		8,984 4½											12,794 6
Sto. Espiritu		29,489 2½	8,725 5													38,214 7½
St. Jago		532,443 4	314,331 6½	172,054 1½	49,196 5			2,380 1	17,195 7	31 2					1,243 1½	1,088,876 4½
Gibara		13,844 6	2,307 3½		4,376 3			69,434 2	1,960 0							91,922 6½
Manzanillo		45,457 0	18,293 5½		3,598 0				5,103 4							72,452 1½
Baracoa		16,605 5½	6,365 6													22,971 3½
Guantanamo		2,413 7½														2,413 7½
Total	74,408 4	6,255,650 1½	1,365,910 6	487,053 1	188,371 4	79,193 4	394,515 2	91,829 7	215,178 2	32,309 1		27,783 0½			242,287 4½	9,454,490 5½
Total of imports	10,200,429 3½	6,552,585 5	5,638,824 4½	2,203,354 3½	1,102,002 6	493,908 1	2,144,618 3	657,554 5	243,386 0	32,309 1		27,783 0½			483,486 0	29,780,242 1

[a] 8 reals = 1 peso = 1 dollar.

EXPORTATION.

Ports.	Spain.	United States.	G. Britain.	France.	Germany.	Belgium.	Span. America.	Denmark	Holland.	Italy.	Russia.	Sweden & Norway.	Brazil.	Austria.	Deposit.	Amount.
IN SPANISH VESSELS.	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*
Havana	2,689,520 4	26,957 6	909,276 4½	319,265 5½	256,363 2	14,927 3½	475,864 6½	.....	20,778 0	177,155 4	.....	.....	.....	.....	.....	4,890,109 4
Matanzas	454,352 4½	5,020 2	94,335 0	81,871 4	104,859 1½	32,564 0	85,689 0½	.....	1,184 0	.....	.....	.....	.....	15,652 0	.....	875,527 2½
Trinidad	286,685 2	.....	.....	35,415 2	.....	.....	18,479 0	.....	500 0	.....	.....	.....	.....	.....	.....	341,079 4
Cienfuegos	96,594 1	.....	3,831 1	5,718 5½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	106,143 7½
Nuevitas	55,502 2	7,947 6	14,600 4	.....	2,036 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80,086 4
Remedios	5,450 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,450 5
Sto. Espiritu	18,749 0	.....	.....	.....	2,247 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	20,996 4
Cuba	185,870 6	2,859 4	22,884 5½	86,585 6½	148,862 1	.....	42 0	1,363 5	24,935 0½	16,875 1½	.....	.....	.....	.....	.....	490,278 6
Gibara	89,909 5½	.....	.....	.....	24,401 2	.....	.....	21,054 3	.....	.....	.....	.....	.....	.....	.....	135,365 2½
Manzanillo	.....	.....	.....	.....	.....	.....	.....	.....	607 4	.....	.....	.....	.....	.....	.....	607 4
Baracoa	.....	.....	.....	.....	72,117 4	.....	.....	260 0	.....	.....	.....	.....	.....	.....	.....	72,372 4
Total	3,882,634 6	42,785 0	1,044,927 7	528,856 7½	610,886 6½	47,496 3½	580,074 7	22,678 0	48,004 4½	194,030 5½	.....	.....	.....	15,652 0	.....	7,018,017 7½
IN FOREIGN VESSELS.																
Havana	.....	3,807,714 3	2,005,718 3½	638,866 7	273,041 0½	170,639 7	218,357 0½	185,348 0	239,515 3	186,556 0	319,036 0	15,223 4	.....	.....	.....	8,060,016 4½
Matanzas	.....	2,018,636 4½	1,070,242 4	87,557 5½	123,892 1½	103,124 0	2,698 6½	56,340 0	.....	.....	121,580 0	266 0	.....	225,806 0	.....	3,810,053 6
Cardenas	.....	1,469,731 6	23,062 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,492,794 2
Mariel	.....	5,534 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,534 2
Trinidad	.....	717,534 0	.....	19,941 0	173,590 2	.....	.....	.....	.....	.....	42,602 0	.....	.....	.....	.....	953,667 2
Cienfuegos	.....	1,173,546 1½	168,625 2½	52,202 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,394,374 0
Nuevitas	.....	277,056 6	8,584 4	.....	7,274 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	292,915 4
Sagua	.....	1,081,815 7½	2,460 7½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,084,276 7
Remedios	.....	317,616 7	4,607 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	322,224 0
Santa Cruz	.....	31,635 1½	17,039 6	.....	18,865 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	67,540 6½
Sto. Espiritu	.....	75,103 2½	10,801 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85,905 0½
Cuba	.....	823,184 5½	1,015,833 0	185,943 7½	234,421 3½	.....	29 5½	.....	5,642 3	.....	.....	.....	.....	.....	.....	2,265,055 1
Gibara	.....	25,433 6	10,244 3	.....	211,983 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	247,661 1
Manzanillo	.....	110,538 6	92,391 4	.....	36,301 0½	.....	.....	.....	3,989 6	.....	.....	.....	.....	.....	.....	243,221 0½
Baracoa	.....	72,926 6	12,137 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	85,064 4
Guantanamo	.....	25,614 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,614 6
Total	.....	12,033,623 7	4,441,749 3½	984,512 0	1,079,279 1	273,763 7	221,085 4½	241,688 0	249,147 4	186,556 0	483,218 0	15,489 4	.....	225,806 0	.....	20,435,918 7
Total of exports	3,882,634 6	12,076,408 7	5,486,677 2½	1,513,368 7½	1,690,165 7½	321,260 2½	801,160 3½	864,366 0	297,152 0½	380,586 5½	483,218 0	15,489 4	.....	241,458 0	.....	27,453,936 6½

	IMPORTATION.				EXPORTATION.					DEPOSIT.			
	1852.	1851.	Increase.	Decrease.	1852.	1851.	Increase.	Decrease.		1852.	1851.	Increase.	Decrease.
National flag	20,325,751 3½	19,899,176 1½	426,575 2	.....	7,018,017 7½	6,204,653 4½	813,364 3	.....	Importation	1,048,468 7½	1,731,278 6	.....	682,809 6½
Foreign flag	9,454,490 5½	12,412,254 3½	.....	2,957,763 6	20,435,918 7	25,137,029 7	.....	4,701,111 0	Exportation	1,148,974 5½	1,713,034 5	.....	564,059 7½
Total	29,780,242 1	32,311,430 5	.....	2,531,188 4	27,453,936 6½	31,341,683 3½	.....	3,887,746 5	Taken out for consumption.	482,088 6½	569,320 1	.....	87,231 2½

COMMERCE OF CUBA WITH FOREIGN NATIONS—1853.

[From the "Balanza General."]

IMPORTATION.

Ports.	Spain.	U. States.	G. Britain.	France.	Germany.	Belgium.	Span. America.	Denmark.	Holland.	Italy.	Russia.	Sweden & Norway.	Brazil.	Austria.	Deposit.	Amount.
IN SPANISH VESSELS.	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*
Havana	5,334,628 4	7,928 4	4,797,935 0½	1,640,950 3	905,507 7	778,420 3	1,301,752 0½	2,400 1½	.....	40,933 7½	.....	22,709 2	.....	.....	248,132 2½	15,081,298 3½
Matanzas	691,164 3½	7,758 0½	24,837 4½	.....	20,779 5	.....	187,904 7½	.....	.....	.....	.....	.....	.....	.....	.....	932,444 5
Trinidad	364,722 0½	.....	.....	.....	.....	.....	38,000 0	2,358 4½	.....	.....	.....	.....	.....	.....	.....	405,080 5
Cienfuegos	167,387 1½	.....	13,629 1½	.....	.....	.....	33,362 5½	.....	2,796 1½	.....	.....	.....	.....	.....	.....	217,175 2
Nuevitas	110,719 5	.....	4,300 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	115,019 5
Remedios	2,190 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,190 0
Santa Cruz	.....	.....	820 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	820 0
Sto. Espiritu	.....	.....	19,121 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	19,121 5
Cuba	871,108 3½	.....	60,620 7½	89,399 5	.....	.....	.....	386,949 2	13,085 1½	5,979 0	.....	.....	.....	.....	406 0	1,427,548 3½
Gibara	78,341 3	.....	66,385 2	.....	8,697 0½	.....	.....	24,608 3½	3,528 4	.....	.....	.....	.....	.....	.....	181,560 5
Manzanillo	.....	.....	5,862 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,862 0½
Baracoa	19,715 1½	.....	.....	.....	.....	.....	.....	13,788 2	.....	.....	.....	.....	.....	.....	.....	33,503 3
Total	7,639,976 6½	15,686 4½	4,993,511 5	1,730,350 0	934,984 4½	778,420 3	1,561,019 5½	430,104 5½	19,409 7	46,912 7½	.....	22,709 2	.....	.....	248,538 2½	18,421,624 5½
IN FOREIGN VESSELS.																
Havana	50,667 5	4,100,105 1½	656,455 3½	389,166 1	61,498 2½	220,091 1	107,484 3	.....	52,429 4½	22,109 5	.....	25,047 4½	.....	.....	127,471 4	5,812,526 3½
Matanzas	3,869 5	683,650 1½	112,700 1½	.....	23,824 7½	.....	7,731 7½	1,812 0	.....	.....	.....	.....	.....	.....	.....	833,588 7
Cardenas	61,276 0½	608,380 2	10,585 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	680,242 0½
Mariel	.....	3,423 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,423 6
Trinidad	.....	158,318 6	3,326 2	.....	33,324 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	194,969 6
Cienfuegos	.....	246,073 4½	44,947 2½	22,019 4	13,244 5	.....	940 7	8,558 7½	12,442 7	.....	.....	.....	.....	.....	.....	348,227 5½
Nuevitas	.....	163,947 4	2,759 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	166,706 6
Sagua La Grande	1,115 0	130,339 6½	3,513 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	134,968 4½
Remedios	.....	55,981 3	1,059 5½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	57,041 0½
Santa Cruz	.....	5,859 7½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,859 7½
Sto. Espiritu	.....	53,356 2	2,653 2	.....	8,150 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	64,159 4
Cuba	.....	466,011 7	324,678 4½	35,686 4	40,913 1	.....	300 0	9,158 7½	3,186 6½	.....	.....	.....	.....	.....	1,002 0	880,937 6½
Gibara	.....	25,173 6	3,050 3½	.....	.....	.....	.....	35,788 0	.....	.....	.....	.....	.....	.....	.....	64,012 1½
Manzanillo	.....	58,533 4	35,475 7½	.....	.....	.....	.....	.....	1,407 6½	.....	.....	.....	.....	.....	.....	95,417 2
Baracoa	.....	24,890 1½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	24,890 1½
Guantanamo	.....	.....	1,204 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,204 1
Total	116,928 2½	6,784,045 7	1,202,409 7½	446,872 1	180,955 6	220,091 1	116,457 1½	55,317 7	69,467 0½	22,109 5	.....	25,047 4½	.....	.....	128,473 4	9,368,175 7½
Total of imports.	7,756,905 1	6,799,732 3½	6,195,921 4½	2,177,222 1	1,115,940 2½	998,511 4	1,677,476 7	485,422 4½	88,876 7½	69,022 4½	.....	47,756 6½	.....	.....	377,011 6½	27,789,800 5

EXPORTATION.

Ports.	Spain.	United States.	G. Britain.	France.	Germany.	Belgium.	Span. America.	Denmark.	Holland.	Italy.	Russia.	Sweden & Norway.	Brazil.	Austria.	Deposit.	Amount.
IN SPANISH VESSELS.	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*
Havana	2,243,806 4	29,035 6	1,226,509 7	294,730 6	403,206 2	269,560 2	401,563 5	.....	21,924 0	327,480 0	.....	.....	.....	.....	.....	5,217,817 0
Matanzas	415,489 2¼	.....	260,270 5½	50,011 4	30,056 1	.....	52,565 4	20,244 4	30,855 4	.....	.....	.....	.....	41,632 1	.....	901,125 2
Trinidad	229,972 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	229,972 6
Cienfuegos	49,017 5	2,100 0	13,955 1½	15,321 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	80,393 6½
Nuevitas	50,087 1	.....	11,531 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	61,618 3
Remedios	.....	3,960 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,960 0
Santa Cruz	.....	105 0	.....	.....	3,950 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5,244 2½
Sto. Espiritu	.....	.....	30,940 0	.....	.....	.....	.....	.....	1,189 2½	.....	.....	.....	.....	.....	.....	30,940 0
Cuba	203,619 0½	25,604 5	42,680 3	72,187 1	124,121 2½	.....	.....	1,144 4	19,310 1½	.....	.....	.....	.....	.....	.....	488,667 1½
Gibara	85,662 2	.....	.....	.....	94,453 1	.....	.....	16,866 5	.....	.....	.....	.....	.....	.....	.....	196,982 0
Manzanillo	.....	.....	27,617 5	3,890 4	.....	.....	.....	150 0	4,252 2½	.....	.....	.....	.....	.....	.....	35,910 3½
Baracoa	21,216 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	21,216 4
Total	3,298,871 1	60,805 3	1,613,505 0	436,140 7	655,786 6½	269,560 2	454,129 1	38,405 5	77,531 2½	327,480 0	.....	.....	.....	41,632 1	.....	7,273,847 5
IN FOREIGN VESSELS.																
Havana	.....	2,427,068 0	3,421,257 7	2,382,298 4	230,849 2	196,745 6	60,450 6	337,452 0	152,325 4	262,485 4	157,976 0	16,309 6	.....	.....	.....	9,645,218 7
Matanzas	.....	2,175,850 3½	1,401,950 0	151,112 4	47,286 2	.....	250 0	27,228 0	12,138 0	61,310 0	95,712 0	.....	.....	96,404 0	.....	4,069,243 1½
Cardenas	.....	2,091,534 1	54,238 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,145,772 7
Mariel	.....	6,056 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	6,056 2
Trinidad	.....	895,207 2	249,942 4	53,431 4	255,717 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,454,298 2
Cienfuegos	.....	1,429,642 3	254,899 1	15,891 0	15,749 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,716,182 1
Nuevitas	.....	422,339 5	2,315 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	424,655 1
Sagua la Grande	.....	1,310,658 6½	226,867 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,537,525 6½
Remedios	.....	413,596 4	100 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	413,686 4
Santa Cruz	.....	46,288 2	29,676 0½	.....	10,481 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	86,445 4½
Sto. Espiritu	.....	75,405 0	20,959 4	7,644 0	18,346 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	122,354 4
Cuba	.....	573,894 7½	958,669 5	158,863 1½	201,511 2	.....	.....	.....	1,870 6	.....	.....	.....	.....	.....	.....	1,894,809 6
Gibara	.....	32,572 5	8,230 3	88,008 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	128,811 2
Manzanillo	.....	122,853 3	80,224 3½	.....	38,291 3	.....	.....	.....	2,795 6	.....	.....	.....	.....	.....	.....	244,164 7½
Baracoa	.....	44,038 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	44,038 3
Guantanamo	.....	3,294 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,294 1
Total	.....	12,070,290 0½	6,709,330 6	2,857,248 7½	818,232 0	196,745 6	60,702 6	364,680 0	169,130 0	323,795 4	253,688 0	16,309 6	.....	96,404 0	.....	23,936,557 4
Total of exports	3,298,871 1	12,131,095 3½	8,322,835 6	3,293,389 6½	1,474,018 6½	466,306 0	514,831 7	403,085 5	246,661 2½	651,275 4	253,688 0	16,309 6	.....	138,036 1	.....	31,210,405 1

	IMPORTATION.				EXPORTATION.					DEPOSIT.			
	1853.	1852.	Increase.	Decrease.	1853.	1852.	Increase.	Decrease.		1853.	1852.	Increase.	Decrease.
National flag	18,421,624 5½	20,325,751 3½	.....	1,904,126 6	7,273,847 5	7,018,017 7½	255,829 5½	.....	Importation	961,715 6	1,048,468 7½	.....	86,753 1½
Foreign flag	9,368,175 7½	9,454,490 5½	.....	86,314 6	23,936,557 4	20,435,918 7	3,500,639 5	.....	Exportation	500,073 7	1,148,974 5½	.....	648,900 6½
Total	27,789,800 5	29,780,242 1	.....	1,990,441 4	31,210,405 1	27,453,936 6½	3,756,468 2½	.....	Taken out for consumption	375,603 6½	482,088 6½	.....	106,485 0

COMMERCE OF CUBA WITH FOREIGN NATIONS—1854.

[From the "Balanza General."]

IMPORTATION.

Ports.	Spain.	United States.	G. Britain.	France.	Germany.	Belgium.	Brazil.	Span. America.	Denmark.	Holland.	Italy.	Sweden & Norway.	Portugal.	Austria.	Deposit.	Amount.
IN SPANISH VESSELS.	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pes. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*
Havana	6,463,052 2	.....	4,673,667 0	1,980,704 5	1,237,861 0½	577,297 7	.....	1,660,316 0	4 4	7,812 3½	11,549 3½	11,901 7	.....	.....	194,960 7½	16,819,133 0
Matanzas	730,549 5½	9,984 2½	121,131 5½	....	39,305 0½	.....	.....	323,096 7½	.....	.....	.....	.....	.....	.....	.....	1,224,067 5½
Cardenas	124,198 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	124,198 1
Trinidad	239,168 4	.....	11,592 6	.....	.....	.....	.....	17,264 4	.....	.....	.....	.....	.....	.....	.....	268,025 6
Cienfuegos	306,762 1½	7	58,776 1½	.....	.....	.....	.....	13,308 7	.....	.....	.....	.....	.....	.....	.....	378,848 1
Nuevitas	220,164 2	.....	4,416 2	.....	.....	.....	.....	.....	....	....	.....	.....	.....	.....	.....	224,580 4
Sagua la Grande	1,055 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,055 0
Cuba	926,108 2	8,131 4	58,013 4½	86,096 5½	.....	.....	.....	.....	428,012 5½	18,330 1½	.....	.....	.....	.....	1,419 6	1,526,112 5
Gibara	21,019 5½	1,639 2	.....	.....	.....	.....	.....	.....	20,557 0	6,155 1	.....	.....	.....	.....	.....	49,371 0½
Manzanillo	8,085 4½	.....	8,189 0	.....	.....	.....	.....	.....	28,166 5	3,323 5½	.....	.....	.....	.....	.....	47,764 7
Baracoa	3,928 1½	.....	.....	.....	.....	.....	.....	.....	8,863 6½	.....	.....	.....	.....	.....	.....	12,792 0
Total	9,044,096 5½	19,755 7½	4,935,786 3½	2,066,801 2½	1,277,166 1	577,297 7	.....	2,013,986 2½	485,604 5	35,621 3½	11,549 3½	11,901 7	.....	.....	196,380 5½	20,675,948 6
IN FOREIGN VESSELS.																
Havana	5,959 2	4,847,942 5	1,033,833 5	413,646 7½	48,505 4½	58,568 4	.....	123,031 7½	49,117 6½	131,430 4½	12,532 7½	2,175 0	16,245 4	.....	96,298 5½	6,839,288 7½
Matanzas	7,372 4	1,010,413 7	119,745 0½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,137,531 3½
Cardenas	.....	589,037 6	140,436 5	.....	.....	.....	.....	2,437 4	.....	.....	.....	.....	.....	.....	.....	731,911 7
Trinidad	.....	181,993 4	7,606 5	.....	50,885 1	.....	.....	.....	.....	2,659 6	.....	.....	....	.....	.....	243,145 0
Cienfuegos	.....	337,645 2½	60,440 6½	....	9,649 5½	.....	.....	.....	787 2½	19,728 0½	.....	.....	.....	.....	.....	428,251 1½
Nuevitas	.....	183,675 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	183,675 5
Sagua la Grande	.....	103,920 4	1,181 1½	.....	.....	.....	.....	.. ..	.....	.....	.....	.....	.....	.....	.....	105,101 5½
Remedios	.....	53,413 7½	1,155 1½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	54,569 1
Santa Cruz	.....	11,084 1	1,809 2½	.....	.....	.....	... .	.....	451 2½	1,072 4	.....	.....	.....	.....	.....	14,417 2
Santo Espiritu	.....	30,967 6½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30,967 6½
Cuba	.....	367,581 2½	300,025 6½	77,750 2	32,423 1½	.....	.....	5,914 5½	25 5	3,877 6½	.....	.....	.....	.....	18,186 0	805,784 5½
Gibara	.....	14,046 5	1,457 1½	.....	2,010 0	.....	.....	.....	2,838 1	.....	....	.....	.....	.....	.....	20,351 7½
Manzanillo	.....	73,959 5	7,140 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	81,099 5
Baracoa	....	25,478 3½	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	25,478 3½
Guantanamo	.....	16,763 0½	291 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	17,054 5½
Total	13,331 6	7,847,924 1	1,675,123 0½	491,397 1½	143,473 4½	58,568 4	.....	131,384 1	53,220 1½	158,768 5½	12,532 7½	2,175 0	16,245 4	.....	114,484 5½	11,718,629 2½
Total of imports	9,057,428 3½	7,867,680 0½	6,610,909 4	2,558,198 4	1,420,639 5½	635,866 3	.....	2,145,370 3½	538,824 6½	194,390 1	24,082 3	14,076 7	16,245 4	.....	310,865 3	31,394,578 0½

EXPORTATION.

Ports.	Spain.	United States.	G. Britain.	France.	Germany.	Belgium.	Brazil.	Span. America.	Denmark.	Holland.	Italy.	Sweden & Norway.	Portugal.	Austria.	Deposit.	Total.
IN SPANISH VESSELS.	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pes. rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*
Havana	2,668,190 4½	219 5	2,425,414 1	43,483 0	368,378 4½	378,064 0	5,636 0	482,049 2½	.....	.....	233,664 0	.....	.....	.....	.....	6,605,099 1½
Matanzas	299,288 6½	.....	199,379 1	4,330 0	48,580 4	31,538 7½	.....	45,229 7½	.....	31,831 4	.....	.....	.....	14,849 0	.....	675,028 4½
Cardenas	21,090 4	.....	17,656 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38,746 4
Trinidad	82,411 3½	.....	52,163 7	6,874 4	.....	.....	.....	.....	.....	2,809 0	.....	.....	.....	.....	.....	144,258 6½
Cienfuegos	112,259 6½	.....	28,016 7½	6,820 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	145,096 6
Nuevitas	84,021 0	.....	12,948 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	96,969 4
Sagua la Grande	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Cuba	253,576 2	.....	53,934 4	88,357 1½	189,363 2½	.....	.....	59 2	963 0	14,206 6	.....	.....	.....	.....	.....	600,460 2
Gibara	88,449 4	540 0	.....	.....	42,243 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	131,233 2
Manzanillo	6,405 0	.....	11,171 3	4,108 2	5,337 1	.....	.....	.....	.....	12,571 4	.....	.....	.....	.....	.....	39,593 2½
Baracoa	.....	.....	.....	.....	30,121 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	30,121 2
Total	3,615,692 7½	759 5	2,798,684 3½	153,972 7½	684,024 4	409,602 7½	5,636 0	527,338 4	963 0	61,418 6	233,664 0	.....	.....	14,849 6	.....	8,506,607 3
IN FOREIGN VESSELS.																
Havana	.....	2,829,159 2	3,688,261 6	1,099,809 2½	470,092 4	359,418 2½	.....	144,009 0	299,977 5	170,892 4½	80,115 5	23,694 0	8,550 0	.....	.....	(a) 9,179,238 3½
Matanzas	.....	2,177,500 6	2,041,317 0½	250,549 6½	223,551 1½	33,194 0	.....	.....	.....	14,000 0	.....	.....	.....	153,604 0	.....	4,893,716 6½
Cardenas	.....	1,911,191 2	124,032 2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,035,223 4
Trinidad	.....	566,808 0	310,019 0	.....	142,793 0	.....	.....	.....	.....	1,877 0	.....	.....	.....	.....	.....	1,021,497 0
Cienfuegos	.....	1,770,841 4½	304,115 5	76,349 0	6,107 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,157,413 5½
Nuevitas	.....	219,278 6	18,962 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	238,241 2
Sagua la Grande	.....	1,097,093 5½	164,785 4½	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,261,879 2
Remedios	.....	333,757 0	78,818 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	412,575 0
Santa Cruz	.....	37,526 0½	33,745 7½	.....	10,739 0	9,665 2½	.....	.....	.....	1,630 0	.....	.....	.....	.....	.....	93,306 2½
Santo Espiritu	.....	88,036 4	103,472 5	.....	12,232 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	203,741 1
Cuba	.....	374,771 0	1,321,356 4½	306,955 0	142,054 4	.....	.....	32 4	.....	1,664 4	.....	.....	.....	.....	.....	2,146,834 0½
Gibara	.....	14,078 6	3,913 6	.....	72,375 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	90,367 4
Manzanillo	.....	95,264 3½	88,066 4	.....	60,105 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	243,436 2½
Baracoa	.....	87,008 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	87,008 7
Guantanamo	.....	38,738 1½	39,975 1½	33,931 1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	112,644 4
Total	.....	11,641,054 0½	8,320,842 2½	1,767,594 2	1,140,050 0½	402,277 5	.....	144,041 4	299,977 5	190,064 0½	80,115 5	23,694 0	8,550 0	153,604 0	.....	24,177,123 5
Total of exports	3,615,692 7½	11,641,813 5½	11,119,526 6	1,921,567 1½	1,824,074 4½	811,880 4½	5,636 0	671,380 0	309,949 5	251,482 6½	313,779 5	23,694 0	8,550 0	168,453 6	.....	32,683,731 0

	IMPORTATION.				EXPORTATION.					DEPOSIT.			
	1854.	1853.	Increase.	Decrease.	1854.	1853.	Increase.	Decrease.		1854.	1853.	Increase.	Decrease.
	Pesos rls.	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*		*Pesos rls.*	*Pesos rls.*	*Pesos rls.*	*Pesos rls.*
National flag	20,675,948 6	18,421,624 5½	2,254,524 0½	.....	8,506,607 3	7,273,847 5	1,232,759 6	.....	Importation	706,871 6	961,715 6	.....	254,844 0
Foreign flag	10,718,629 2½	9,368,175 7½	1,350,453 3	.....	24,177,123 5	23,936,557 4	240,566 1	.....	Exportation	703,229 6	500,072 7	203,156 7	.....
Total	31,394,578 0½	27,789,800 5	3,604,777 3½	.....	32,683,731 0	31,210,405 1	1,473,325 7	.....	Taken out for consumption	291,259 5	375,603 6½	.....	84,344 1½

(a) In this sum 5,258 pesos 4 reals are added for Prussia, omitted in the list.

COMMERCE OF CUBA WITH FOREIGN NATIONS—1826–1840.

[Made up from the "Balanzas Generales."]

IMPORTS.

Years.	National commerce.	In national vessels.	United States.	England.	Spanish American ports.	France.	Hanse Towns & Netherlands.	Ports of the Baltic.	Italy and Portugal.	Deposit.	Total.
	Pesos. rls.	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*
1826	2,858,793 1	314,683 5½	5,632,808 2	1,323,627 5½	.....	1,169,451 1	1,631,125 5	16,849 1	218,794 1½	1,759,621 4	14,925,754 2½
1827	2,541,322 6	349,728 0½	7,162,695 7½	1,618,371 3½	.....	1,472,204 5½	1,640,011 5	192,826 2	309,047 2	2,066,646 7	17,352,854 7
1828	4,523,302 2½	431,553 7	6,599,096 5	1,770,085 6½	.....	1,635,855 4½	2,082,906 5	176,027 6	282,584 7½	2,033,508 4½	19,534,922 0½
1829	4,961,043 3	844,826 3½	5,734,765 6	1,837,775 5½	.....	1,245,947 3	1,346,875 1	87,886 6½	115,293 7½	2,521,442 0	18,695,856 4
1830	4,739,776 5	1,051,538 1½	4,791,544 5½	1,745,388 0½	.....	721,648 4	1,701,358 6½	81,958 2	102,116 5	1,236,283 0½	16,171,562 6½
1831	4,121,829 3½	1,825,890 5	4,690,308 7½	1,465,983 3½	.....	669,604 2½	1,808,899 0	20,632 2½	50,582 0	895,061 5	15,548,791 5½
1832	3,576,707 0	3,178,596 2½	3,542,936 3	1,257,964 1½	.....	805,824 3½	1,918,197 1½	33,843 0½	87,884 4½	796,512 1	15,198,465 2
1833	3,185,781 7	4,777,580 4	4,461,472 3	1,625,173 3½	1,371,786 0	927,491 1½	1,145,967 5	90,931 2½	96,754 7½	828,193 1	18,511,132 3
1834	3,412,487 7	4,970,013 7	3,690,101 6	1,676,918 5½	1,747,224 2½	906,414 7½	855,363 5½	19,215 7	151,151 3	1,134,407 6	18,563,300 1
1835	3,508,349 4½	5,200,955 5	5,406,919 7¼	1,689,465 5	2,084,552 2	904,140 7½	619,211 7	55,687 4	145,443 3½	1,107,345 2	20,722,072 0
1836	4,470,725 2	5,680,070 2	6,553,281 4	1,522,429 0	1,579,588 2½	817,445 6½	766,959 6½	59,068 5½	92,628 6½	1,009,771 5½	22,551,969 1
1837	4,659,153 5½	4,966,191 0½	6,548,957 6½	1,373,964 0	1,099,367 2	861,360 1½	565,048 6½	28,341 7	95,450 6½	2,639,521 3½	22,940,357 0
1838	4,460,987 7	6,163,152 3	6,202,002 0	1,439,300 6	1,713,650 7	816,954 4	916,498 0½	79,193 0	64,593 6	2,873,545 6	24,729,878 1½
1839	5,320,515 0	7,108,704 0	6,132,794 0	1,770,499 0	1,467,125 0	714,664 0	552,078 0	124,405 0	36,099 0	2,087,911 0	25,217,796 0
1840	5,295,261 0	6,684,718 0	5,654,125 0	1,437,199 0	915,541 0	618,461 0	1,010,291 0	47,914 0	29,492 0	3,357,172 0	24,700,189 0

EXPORTS.

1826	1,992,689 0½	186,878 5	3,894,597 2	1,583,474 7	.....	1,162,218 5½	2,998,154 7½	478,223 3	200,761 4	1,312,839 5	13,809,838 0
1827	2,284,250 3	184,059 6½	4,107,449 4	1,605,073 2	.....	1,043,618 7¼	2,651,083 1½	487,288 3	439,402 4	1,483,966 2½	14,286,192 1½
1828	1,556,224 6	711,479 2½	3,176,964 4½	1,611,820 6	.....	754,812 6	2,809,229 5	783,521 2½	237,289 0½	1,473,020 6½	13,114,362 7½
1829	2,292,580 6	562,653 1½	3,191,535 3½	1,729,404 7	.....	907,808 1½	2,406,813 7	904,920 6½	303,540 7½	1,653,247 2½	13,952,405 3
1830	3,740,747 7	543,267 0½	4,266,782 4	1,223,594 4½	.....	757,736 1	2,448,290 0½	1,035,268 2	334,137 5	1,521,144 5½	15,870,968 6
1831	2,193,761 4½	727,338 2½	3,921,592 4½	1,567,720 1½	.....	441,058 1½	2,188,299 5½	544,839 7	443,466 3½	890,644 1½	12,918,711 0
1832	2,173,537 5	993,404 1½	3,108,466 3½	2,101,686 4	.....	360,999 6	2,590,813 1½	1,135,525 3½	393,574 7½	737,009 6	13,595,017 6½
1833	1,854,714 0½	1,274,040 0	4,386,885 2	910,981 1½	19,678 1	531,321 1½	1,771,381 6	1,137,774 7	250,511 6½	858,813 1½	13,996,100 0
1834	2,074,592 4	1,401,568 2½	3,824,724 3	2,080,387 3	16,214 6	667,431 7½	2,289,782 4½	1,081,284 1	101,443 7	954,615 5	14,487,955 3½
1835	1,801,092 5	1,114,695 6	4,365,569 0	1,754,676 4½	10,275 0	603,985 2½	2,076,001 3	994,771 7	158,926 7½	1,179,252 4	14,059,246 7½
1836	2,348,453 1	917,733 0½	5,513,924 0	1,700,115 7	36,185 7	489,654 4	1,934,935 6½	1,029,570 0	264,730 3½	1,132,942 5	15,398,245 2½
1837	2,919,474 4	1,294,282 6	5,792,623 0	2,990,466 1	248,323 5	1,344,608 0	2,713,586 0	644,018 2	523,106 0	1,875,918 7½	20,346,407 1½
1838	2,692,159 4½	1,532,840 5	5,574,591 2	3,083,328 1½	30,562 1	771,572 7½	2,698,163 4	1,646,953 3	366,643 2½	1,674,287 5½	20,471,102 4½
1839	2,719,792 0	1,951,785 0	5,528,045 0	5,141,098 0	70,985 0	845,906 0	2,054,088 0	266,401 0	424,905 0	2,478,848 0	21,481,848 0
1840	3,473,630 0	2,044,441 0	5,660,739 0	6,749,438 0	37,219 0	908,605 0	2,835,620 0	924,398 0	319,941 0	2,987,745 0	25,941,783 0

Comparative summary of the commerce of Cuba, 1841—1854.

[From the "Balanzas Generales."]

YEARS.	VALUE OF IMPORTATION.			VALUE OF EXPORTATION.			EXPORTATION OF THE PRINCIPAL PRODUCTIONS OF THE ISLAND.						
	In national vessels.	In foreign vessels.	Total. (a)	In national vessels.	In foreign vessels.	Total.	Sugar.	Molasses.	Brandy.	Coffee.	Copper ore.	Tobacco, raw.	Tobacco, manufact'd.
	Pesos. rls.	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Pesos. rls.*	*Boxes.*	*Hhds. (c)*	*Pipes.*	*Arrobas. (d)*	*Quintals.*	*Pounds.*	*Cigars, M.*
1841	14,113,783 2	10,967,625 3	25,081,408 5	7,148,674 4½	79,625,940 0	26,774,614 4½	829,432	131,390	11,302	1,235,006	693,060	5,757,577	170,171
1842	14,387,736 5	10,249,790 5	24,637,527 2	6,976,584 6	19,708,117 1½	26,684,701 7½	817,643	119,138	10,227	1,998,846	783,971	5,942,833	150,289
1843	13,363,741 5½	10,058,354 6	23,422,096 3½	6,950,888 7	18,078,903 6	25,029,712 5	889,103	191,093	13,810	1,631,782	768,650	7,208,238	257,997
1844	13,218,853 2½	11,837,377 6	25,056,231 0½	5,552,746 1½	19,873,845 0	25,426,591 1½	1,009,565	172,431	6,326	1,240,032	2,003,587	4,633,768	128,505
1845 (a)	16,969,796 1	11,037,764 6	28,007,560 7	6,708,501 4	12,084,310 6½	18,792,872 2½	475,286	121,322	4,120	559,322	869,922	6,674,873	158,581
1846	13,651,329 5	8,974,069 6½	22,625,399 3½	5,818,881 0	16,181,707 4½	22,000,568 4½	987,742	203,597	9,032	817,662	635,654	8,826,047	153,356
1847	15,648,870 7½	16,740,248 2	32,389,119 1½	6,549,357 5	21,449,413 1	27,998,770 6	1,274,811	252,840	19,732	932,154	565,495	9,309,506	244,812
1848	15,222,318 2	10,213,247 3	25,435,565 5	6,045,093 3½	20,031,974 5	26,077,098 0½	1,228,718	228,726	16,339	694,137	656,491	6,275,630	161,480
1849	16,366,844 6½	9,953,615 1½	26,320,460 0	5,573,535 3	16,863,021 2½	22,436,556 5½	1,099,884	246,570	11,640	877,137	583,310	4,019,133	123,720
1850	18,455,071 5	10,528,155 7½	28,983,227 4½	6,020,639 5½	19,611,308 2½	25,631,948 0	1,249,613	269,044	4,825	520,134	552,288	7,978,148	212,640
1851	19,899,176 1½	12,412,254 3½	32,311,430 5	6,204,653 4½	25,137,029 7	31,341,683 3½	1,539,994	318,428	9,221	575,119	432,882	9,436,591	270,313
1852	20,325,751 3½	9,454,490 5½	29,780,242 1	7,018,017 7½	20,435,918 7	27,453,936 6½	1,409,012	262,593	11,359	739,326	381,470	9,737,443	180,610
1853	18,421,624 5½	9,368,175 7½	27,789,800 5	7,273,847 5	23,936,557 4	31,210,405 1	1,657,192	303,331	14,294	442,730	345,080	8,039,797	237,350
1854	20,675,948 6	10,718,629 2½	31,394,578 0½	8,506,607 3	24,177,123 5	31,683,731 0	1,685,751	261,815	25,272	511,493	549,553	9,809,150	251,313

YEARS.	NUMBER OF VESSELS WHICH ENTERED THE PORTS OF THE ISLAND.				AMOUNT OF DUTIES RECEIVED IN THE COMMERCIAL MOVEMENT.		
	National vessels.	Foreign vessels.	Totals.	Tonnage. (b)	Duties on importation.	Duties on exportation.	Total.
					Pesos. rls.	*Pesos. rls.*	*Pesos. rls.*
1841	1,053	1,981	3,034	467,839	5,943,819 6	1,322,644 7½	7,266,464 5½
1842	884	1,773	2,657	472,106	6,005,632 5½	1,377,714 0½	7,383,346 6
1843	815	1,770	2,585	477,792	5,396,339 4½	1,590,677 4½	6,987,017 1
1844	855	2,380	3,235	597,920	6,020,403 1½	1,140,228 5	7,160,631 6½
1845 (b)	917	1,715	2,632	473,015	5,396,416 5½	574,331 7½	5,970,748 5
1846	847	2,244	3,091	550,158	5,413,422 3	739,379 7½	6,152,802 2½
1847	819	2,922	3,741	689,770	6,601,233 7	893,097 4½	7,494,331 3½
1848	875	2,673	3,548	728,285	6,174,533 4	709,325 1½	6,883,858 5½
1849	877	2,336	3,213	712,572	5,844,783 2	584,477 1	6,429,260 3
1850	878	2,478	3,356	874,014	5,964,147 5½	757,103 1	6,721,250 6½
1851	883	2,986	3,869	997,990	6,668,842	1,793,992	8,462,834
1852	947	2,665	3,612	622,016	7,225,784 4½	1,647,302 0½	8,873,086 5
1853	902	3,014	3,916	713,340	7,013,534 2½	1,816,782 7	8,830,317 1½
1854	928	2,884	3,812	742,794½	7,796,652 5½	1,947,043 5	9,743,696 2½

(a) From 1841 to 1845, these totals include the value of goods placed on deposit, as well as of those actually imported or exported, and are thus considerably augmented. Prior to 1845, no distinct column was devoted to deposit in the Balanza General; but since that year such distinction has been observed, and the result is perceived in the diminution of the amounts of values.

(b) Prior to 1845, but one column was devoted to tonnage, no distinction being made between the tonnage of national and foreign vessels in the Balanza; but since that year such distinction has been made, though it is not regarded in this statement.

(c) Of 36 gallons.

(d) Arroba = 25¼ pounds.

General comparative statement of the amount and character of the commerce of Cuba and Porto Rico, from 1848 *to* 1854, *with the amounts of duties received, and the numbers of vessels entered and cleared, and the respective tonnage of the same.*

[From the "Balanzas Generales."]

CUBA.

YEARS.	IMPORTATION INTO CUBA.				EXPORTATION FROM CUBA.				DUTIES RECEIVED.			NO. OF VESSELS & TONNAGE.			
	NATIONAL PRODUCTS.	FOREIGN PRODUCTS.		TOTAL IMPORTS.	FOR THE NATIONAL TRADE.	FOR THE FOREIGN TRADE.		TOTAL EXPORTS.				ENTERED.		CLEARED.	
	In Spanish vessels (generally.)	In Spanish vessels.	In foreign vessels.		In Spanish vessels (generally.)	In Spanish vessels.	In foreign vessels.		On imports.	On exports.	Total.	No.	Tonnage.	No.	Tonnage.
	Dollars. cts.	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*	*Dollars. cts.*				
1848.....	7,088,750 75	8,133,567 50	10,213,247 37½	25,435,565 62½	3,927,007 81¾	2,118,086 00	20,031,974 00	26,077,068 00	6,174,533 50	709,325 18¾	6,883,858 68¾	3,548	728,285	2,949	No data
1849.....	7,682,757 68¾	8,691,714 00	9,945,988 31¼	26,320,460 00	3,113,070 50	2,460,464 93¾	16,863,021 31¼	22,436,556 00	5,844,783 00	584,477 00	6,429,260 00	3,213	712,572	2,899	Do.
1850.....	8,640,625 93¾	9,824,259 81¼	10,518,341 18¾	28,983,227 56¼	3,071,084 75	2,957,783 93¾	19,603,080 31¼	25,631,948 00	5,964,147 68¾	757,103 12½	6,721,250 81¼	3,356	874,014	3,151	Do.
1851.....	8,500,258 25	11,413,927 43¾	12,397,245 93¾	32,311,430 62½	2,836,328 93¾	3,382,787 43¾	25,122,567 12½	31,341,683 43¾	6,668,842 00	1,793,992 00	8,462,834 00	3,865	997,990	3,733	Do.
1852.....	10,200,429 43¾	10,199,731 50	9,380,082 18¾	29,780,242 12½	3,882,634 75	3,135,383 18¾	20,435,918 87½	27,453,936 68¾	7,225,784 56¼	1,647,302 00	8,873,086 56¼	3,617	622,016	3,274	Do.
1853.....	7,756,905 12½	10,791,648 93¾	9,241,247 62½	27,789,800 62½	3,298,871 12½	3,974,976 50	23,936,557 50	31,210,405 12½	7,013,534 31¼	1,816,782 87½	8,830,317 18¾	3,916	713,340	3,827	Do.
1854.....	9,057,428 00	11,631,852 00	10,705,298 06¼	31,394,578 06¼	3,615,693 00	4,890,914 37½	24,177,123 62½	32,683,731 00	7,796,652 68¾	1,947,043 62½	9,743,696 31¼	3,812	742,794½	3,667	Do.
PORTO RICO.															
1848.....	1,148,079 45	1,793,370 66	1,528,301 51	4,469,751 62	660,820 71	238,816 21	4,695,500 02	5,595,136 94	879,374 39	154,864 98	1,034,239 37	1,056	118,910	1,129	123,250
1849.....	1,011,000 40	2,319,032 53	1,651,550 96	4,981,583 89	464,128 93	237,823 03	4,700,419 50	5,402,371 46	922,608 99	159,698 21	1,082,307 20	1,095	124,851¾	1,126	129,573½
1850.....	1,356,961 86	1,879,488 64	1,985,579 48	5,222,029 98	283,916 62	271,860 23	5,321,542 31	5,877,319 16	1,011,472 30	177,529 25	1,189,001 55	1,206	132,040¾	1,179	131,767½
1851.....	1,542,717 30	2,210,062 91	2,321,089 81	6,073,870 02	562,451 10	280,840 85	4,918,682 98	5,761,974 93	1,044,525 25	24,893 43	1,069,418 68	1,324	160,586½	1,209	154,042¾
1852.....	2,030,947 03	2,122,784 82	2,144,663 80	6,298,395 65	409,618 76	349,718 84	3,893,002 28	4,652,339 88	1,228,095 77	31,077 92	1,259,173 69	1,452	175,836½	1,352	168,766
1853.....	1,411,004 25	2,194,375 32	1,730,530 79	5,335,910 36	440,406 02	335,090 06	4,523,831 02	5,299,327 10	1,020,246 23	31,641 32	1,051,887 55	1,338	151,663½	1,225	154,867¾
1854(*a*).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

(*a*) It was hoped that the figures for 1854 might be supplied, before it became indispensable that the sheets embracing the tabular statements relative to Porto Rico should go to press; but, after withholding them nearly two months with this view, a despatch from the United States consul at St. John's, dated June 30, 1856, stating that two months more must elapse before the Balanza of that island would be ready for the printer, causes the idea of filling the blanks to be reluctantly resigned.

GENERAL PORT REGULATIONS.

1. Ships leaving with a full cargo of molasses are free of tonnage duties.

2. Ships arriving in ballast, and leaving in the same state, pay no tonnage duty; but if they should take return cargoes of the fruits, or other articles of the island, (entire cargoes of molasses only excepted,) they pay the regular duty.

3. Ships arriving in distress for water, or other necessaries, are free from tonnage duty; but when they discharge the whole or part of their cargo, (unless every part is again taken in, and *no more*,) or load with produce, foreign or native, (molasses excepted,) they are subjected to the entire tonnage duty.

4. Vessels, foreign or national, which have left a port of the island, having paid the proper tonnage duty, and which enter any port of the island to repair damages they may have sustained at sea, by reason of storm or other casualty, are exempt from further tonnage duty.

5. Vessels entering the ports of the island with mineral coal, in equal or greater quantity than the number of tons per their register, pay only 50 cents per ton for tonnage duty, even if they bring other merchandise besides. They are also exempt from all other local charges, (excepting captain of the port's fees,) such as ponton and health dues, custom-house visits, entry and clearance fees, wharfage, stage-hire, &c. Such as bring coal, solely, in less quantity than their tonnage measure, pay 50 cents per ton upon the portion occupied by coal; and the difference between this portion and the number of tons that the vessel may prove to have, by Spanish measurement, will be subjected to the payment of the full tonnage duty; but these vessels are allowed the exemption from all other charges except captain of the port's fees.

Vessels having on board, besides coal in less quantity than their measurement, other cargo, are in the same case respecting the tonnage dues, but are subjected to the ponton, health visits, registering, and other usual dues.

Mail steamers, recognized as such, are permitted to bring and carry three tons of cargo without paying tonnage dues. If the cargo discharged exceeds the three tons, they pay duty on such excess over and above the three tons.

Vessels going from one port to another of the island, carry a sea-letter of introduction to the custom-house of the other port, stating that the regular charges have been paid. This letter costs $4.

By order of November 4, 1854, all vessels having to perform quarantine must go either to Havana or to St. Jago de Cuba for that purpose. Quarantine fee, $1 per day.

Besides the foregoing general regulations, which are in force at all the ports of the island, there are others of a more local character, applicable to some, and not to others. These relate more especially to tonnage and port duties, and other charges.

The tonnage duties and other charges at the principal ports are subjoined:

AT BARACOA.

Nature of charges.	Foreign vessels pay.
Tonnage duty	$1 50
Anchorage	12 00
Free pass at the fort	3 00
Health officers' fee for boarding vessels	8 00
Custom-house interpreter's fee	5 00
Custom-house officer's fee to visit on board, to seal and unseal, so long as the vessel is discharging	5 00
Opening vessel's register	8 00
Register of despatch	8 00

AT HAVANA.

Nature of charges.	Foreign vessels pay.	Spanish vessels pay.
Health visit, per ton (*a*)	$0 03	$0 03
Government interpreter	2 00	----
Captain of the port's fees: On entering the port	3 00	3 00
On clearing the port	3 00	3 00
Translation of manifest	4 00	----
Tonnage duty, per ton (*b*)	1 50	62½
Light dues, per ton	6¼	3⅛
Ponton dues, per ton	21⅞	21⅞
Wharfage dues, per ton	1¼	1¼
Custom-house fees: Inward visit	5 50	5 50
Outward visit	5 50	5 50
Annotation fee	2 00	2 00
Extracts of manifest, according to length of incidental charges, from	4 00 to 6 00	4 00 to 6 00
Register dues (for each daily return of cargo discharged, whether one or one thousand packages)	5 50	5 50
For outward register and stamp paper	8 25	8 25
Bill of health: Over 150 tons	6 00	6 00
Under 150 tons	4 00	4 00

Pilotage.—It is optional for a vessel to take a pilot, unless she goes into the inner harbor beyond the shoals; in which case, whether she takes one or not, she has to pay $10 coming in as far as the inner harbor, $10 going out, and $10 from any part of the outer harbor into the inner.

Foreign men-of-war pay no port charges. If a pilot is taken, the rate charged is the same as paid by Spanish men-of-war—$7 in, and the same out.

AT SAINT JAGO.

Nature of charges.	Foreign vessels pay.	Spanish vessels pay.	Nature of charges.	Foreign vessels pay.	Spanish vessels pay.
Health visit, per ton	$0 03¼	$0 01½	Light-house dues, per ton	$0 06¼	$0 03⅛
Government interpreter	2 00	----	Captain of port's fee	12 50	12 50
Custom-house interpreter	4 00	----	Fort pass	50	50
" inward visit	5 50	5 50	Pilotage	4 00	4 00
" outward visit	5 50	5 50	Wharfage per diem, on 100 tons	1 50	75
Extract of manifest	50	50	Wharfinger	1 50	1 50
Custom-house officer, per diem, while vessel is discharging	5 50	5 50	Stamped paper	10 00	10 00
			Clearance	8 50	8 50
On aggregate amount of tonnage duty, per cent	1 00	1 00	Telegraph	4 00	4 00
			Duty, per ton	1 50	62½

(*a*) This fee is received by the boarding physician, and is applied to the general board of health. He receives the bill of health, which must be authenticated by the Spanish consul at the port of departure, under a penalty of being sent to quarantine for seven days, and a fine of fifty dollars

(*b*) Per Spanish measurement; in addition to this duty, one per cent. balanza upon the result of the tons, multiplied by 1¼, is charged.

AT TRINIDAD, MATANZAS, AND CARDENAS.

Nature of charges.	FOREIGN VESSELS PAY—		
	At Trinidad.	At Matanzas.	At Cardenas.
On aggregate amount of tonnage duty	One per cent.		
Light dues, per ton	$0 06½	$0 06¼	
Pilotage for schooner, in and out	22 00	Entering and leaving with or without pilot, $12	When drawing 7 to 10 feet, $12 00. Each additional foot, $2 00.
Brig, " "	29 00		
Barque or ship, "	34 00		
Entering in ballast, per day	3 25		
" with cargo, while discharging, per day	5 50	Whole expense, $28	Anchorage, $6 00
Clearing in ballast	2 75	Opening register & clearing, $27	
" with cargo	21 50		
Governor's fee	3 00	$1 00	
Health visit, per ton	3	3	
Captain of the port	10 00	6 00	
Fort pass	1 00	2 50 (& stamps)	
Mud-machine duty, per ton	21⅞		
Look-out man	1 00		

MODE OF COLLECTING DUTIES.

The collection of the duties is made in a very simple manner. The island of Cuba is divided into customs intendencies, of which Havana is the principal.

The intendency is organized into seven branches, viz: the intendant, the superior council of the hacienda, the tribunal of accounts, the accountant-general, the treasurer-general, the administration of the customs, and the administration of the internal revenue. The administration of the customs is comprised of the administrator or collector, the accountant, and the treasurer.

When a vessel arrives at the Havana, she is first boarded by the health officer, after whom comes the revenue officer and the smuggling preventive service.

A copy of the custom-house regulations, in Spanish, French, and English, is handed to the captain, and a manifest required of him of all the particulars of his vessel and cargo. Every article on board the vessel, omitted in the manifest, is subject to confiscation.

Within forty-eight hours after the entry of the vessel, every consignee must deliver detailed statements of the articles coming to him, with their quantities, weights, and measures, all reduced to the legal standard.

All the documents and papers relating to a vessel are stitched together in a book, with the signatures and seals of all the government officers, through whose hands the several documents pass. A copy of this book is made for the use of the inspectors and appraisers; the latter function being restrained within very narrow limits, by a printed tariff of all articles of import, with a valuation to each, which valuation, in a great degree, defines the duties of the *ad valorem* character. As fast as the inspection and appraisement take place, the consignee is permitted to remove the goods, by procuring the signature of some responsible person to the words inscribed in the book, "I make myself answerable for the duties." The inspection and appraisement being concluded, the book is returned to the accountant's office, where the liquidation of the duties is forthwith made.

The payment is then proceeded with. These payments are mostly cash; that is to say, on some articles, whatever may be the amount, cash is required; upon other articles, the duties are cash under 1,000 dollars.

If the amount is greater, a credit of one-fourth is given for sixty days, and one-fourth payable at the end of each succeeding month—making five months' credit in all. The security for this credit consists simply in the promissory note of the consignee, without endorsement, with the power, in case of a failure, to convert every other note of the same individual into a cash debt; the individual to be forever after incapacitated to enter goods, except for cash.

This system has been in force many years, and, under it, no loss whatever has been sustained by the government.

Formerly, the same credits required the endorsement of a holder of real estate; but this was abandoned on account of its insecurity. (*a*)

Statement of imports at the port of Havana, from January 1 *to September* 30, 1855, *compared with the same, for the same periods, in* 1854 *and* 1853.

[From custom-house returns.]

Countries.		1855.	1854.	1853.		1855.	1854.	1853.
United States	*Flour.* Barrels.	864	2,808	175	*Rice.* Quintals.	77,905	93,998	60,089
Spain		109,434	117,519	120,852		93,945	28,420	28,458
Other countries		----------	----------	----------		29,746	1,474	7,092
Total	----------	110,298	120,327	121,027	----------	201,596	123,892	95,639
United States	*Lumber.* M. feet.	9,635	10,004	8,015	*Codfish.* Quintals.	19,241	18,199	21,249
British provinces		1,273	388	109		29,185	23,171	24,940
European		----------	----------	----------		11,737	9,259	10,327
Total	----------	10,908	10,392	8,124	----------	60,163	50,629	56,516
United States	*Lard.* Quintals.	64,477	68,536	45,636	*Jerked beef.* Quintals.	----------	----------	----------
South America		----------	----------	----------		185,739	150,477	148,477
United States	*Hhd. shooks.* Number.	87,319	46,026	49,054	*Box shooks.* Number.	568,495	385,740	386,732
British provinces		----------	----------	----------		39,257	12,755	20,092
Total	----------	87,319	46,026	49,054	----------	607,752	398,495	406,824
Spain	*Oil.* Jars	365,828	177,786	190,993	*Wine.* Pipes	26,574	28,294	16,403

Number and tonnage of vessels which entered the port of Havana from Jan. 1 *to Sept.* 30, 1855.

Nationality.	No. of vessels.	Tonnage.	Nationality.	No. of vessels.	Tonnage.
American	708	299,127	Danish	12	3,040
Spanish	398	87,827	Bremen	14	4,493
British	92	39,675	Hamburg	4	860
French	110	29,967	Other nations	42	9,819
Belgian	13	5,217			
Dutch	13	2,842	Total	1,406	482,867

(*a*) Macgregor.

Comparative statement of the commerce between the United States and Cuba, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	$6,203,808	$360,946	$6,564,754	$6,804,414	193,183	171,892	9,238	16,193
1846	4,713,966	773,170	5,487,136	8,159,632	156,905	177,580	3,404	12,338
1847	6,005,617	972,089	6,977,706	12,394,867	233,258	243,515	10,756	18,493
1848	6,432,380	464,333	6,896,713	12,853,472	284,304	281,251	23,487	13,435
1849	4,641,145	668,068	5,309,213	10,659,956	271,061	284,568	31,577	19,564
1850	4,530,256	460,041	4,990,297	10,292,398	249,307	254,018	33,030	29,703
1851	5,239,276	1,284,847	6,524,123	17,046,931	355,515	361,732	53,162	29,942
1852	5,803,196	714,355	6,517,551	17,861,728	441,418	370,306	48,537	22,780
1853	5,773,419	514,540	6,287,959	18,585,755	455,700	365,392	37,362	22,730
1854	8,228,116	323,636	8,551,752	17,124,339	467,356	398,049	42,182	25,188
1855	7,607,119	397,463	8,004,582	18,625,339	488,146	481,545	32,968	31,196

PORTO RICO.

The island of Porto Rico, the smallest of the Great Antilles, and one of the most fertile on the globe, lies between 17° 55′ and 18° 30′ N. latitude, and 65° 40′ and 67° 20′ W. longitude. Its entire length is stated to be about 100 miles, and its average breadth about 39 miles, comprising an area of about 3,750 square miles, or about 2,398,370 acres. A ridge of mountains extends east and west through the island. The population is about 500,000, of which nearly one-tenth is composed of slaves.

Porto Rico was discovered by Columbus in 1493, at which period it is said to have had a population of 800,000 souls. In 1509 it was invaded by the Spaniards from St. Domingo; and, in a few years, the natives were exterminated. The island was explored and conquered by Ponce de Leon, the discoverer of Florida, while prosecuting his voyage in search of the fountain of perpetual youth.

Although, during the past fifteen years, agriculture has made great progress on the island of Porto Rico, there yet remains, owing chiefly to the want of labor and good roads, a considerable portion of it uncultivated. Immense plains, which, if planted with the sugar-cane, would reward labor most bountifully, are yet lying untouched by the hand of civilization or culture, because canals are wanting, through which the water by which they are now inundated could be drawn off. The island abounds in excellent timber, but, as yet, it has yielded no profit to the inhabitants. There are, also, different kinds of the more valuable woods for cabinet-makers, such as the acajou, polysander, &c.; but they still repose undisturbed amid the ravines of the mountains.

A remedy for these evils might be found in immigration; but it has ever been the policy of the government to discourage the introduction and settlement of foreigners. The laws to that

end have been particularly severe in regard to all foreigners, especially to those not professing the Roman Catholic religion. Every foreigner arriving in Porto Rico is compelled, before landing, to give some responsible resident as surety for his good behavior. After six months he must either domiciliate or leave the island. Should he select the former alternative, he must embrace the Roman Catholic faith, the only religion tolerated.(*a*)

An intelligent traveller, who lived for some time on the island, gives the following information relative to the laws under which foreigners could become denizens:

"Previous to the year 1828, strangers were required to produce the most undoubted evidence of being Roman Catholics, in order to become domiciled; and, having satisfied the authorities on this point, they were further obliged, after five years' residence, to become naturalized. Before a stranger would be permitted to land, he must give security for good political and moral conduct; and supposing that he could gratify the requirements of the law in all these particulars, such were the jealousy and illiberality of the government, that few could be induced to remain in a country where no prospect of success appeared.

"In 1828, however, the leniency and more liberal policy of Don Miguel La Tone, the captain-general, by relaxing the rigor of former requirements, contributed greatly in removing the impediments to the settlement of foreigners on the island. La Tone strictly carried out the spirit of the "*Real Cedule*" of 1815, having for its object the encouragement of agriculture and commerce in the Spanish colonies. Thus, the *domicilio* was procured by paying a trifling sum of money, and by the applicant complying with certain formalities. A considerable immigration was the immediate effect of these measures of La Tone. Lured by the superior fertility of the soil, and the liberal policy of his administration, planters from the neighboring islands of St. Croix and St. Thomas sold their estates, and brought their capital and slaves into Porto Rico. Their example was followed by several planters from the windward British and French islands. Thus seconded by foreign enterprise and foreign capital, the island has continued to prosper, in a most extraordinary degree, since 1828. But, notwithstanding this rapid improvement, and the continued augmentation of its staple exports, this improvement would have been greater, and the exports considerably larger, *but for the oppressive duties upon all articles of necessary consumption, and the frequent heavy exactions made by the government towards the support of the war in Spain.* These causes, by diminishing the profits of the planters, have prevented them from extending their estates. Hence, the progress which has been made in the cultivation of the soil is due rather to the continued influx of new settlers with their important capital, than to the prosperity or increased industry of the old."

The slave population is almost the only producing power on the island; but this is so totally inadequate to the wants of the planters, that they are frequently obliged to procure additional help from Cuba. This, however, greatly augments their expenses; since a robust and good-working slave, who, in Porto Rico, may be valued at $350, cannot be purchased in Cuba for less than $600.

Sugar and coffee are the staple productions; while tobacco, hides, woods, cotton, fruit, and rum form also a part, though to no considerable extent, of the exports. Tobacco is cultivated entirely by free labor.

The five principal commercial ports of Porto Rico are San Juan, (the capital of the island,) Arecibo, Mayagüez, Ponce, and Guayama.

SAN JUAN, OR ST. JOHN.

Although possessing a magnificent port, considered one of the best on the island, San Juan is not the first commercial place, as the products exported thence are of a very inferior quality. Of the sugar shipped from this port, as well as from the other ports of the island, the United States receives more than two-thirds of the whole. But a small quantity goes to England,

(*a*) Most of the historical part of this Digest is derived from Macgregor.

and, also, though rarely, to France. From the United States are imported cod-fish, and other salt fish; salt meat, boards, lumber, hoops, staves, and butter; from England, boilers for the manufacture of sugar, machinery, small quantities of iron, and heavy supplies of earthenware. Spanish vessels take in cargoes at St. Thomas, and discharge at San Juan, thereby avoiding the duty applicable to all vessels from all other adjacent foreign ports, in the ports of Porto Rico. Generally speaking, the whole island of St. Thomas is but a great entrepot of European and American manufactures destined for the markets of Cuba and Porto Rico—a fact shown by the large amount of importations from St. Thomas into both these islands.

The annual exports from San Juan in 1853 consisted of 11,369,304 pounds of sugar; 5,803 hogsheads of molasses; 376 hogsheads of rum; and 910,966 pounds of coffee.

It is to be regretted that the port of San Juan, one of the best and safest of the island, should be kept in so deplorable a condition. Six or seven years ago, a vessel drawing 16 to 18 feet water could take in a full cargo at the wharf; at present, a ship of the same tonnage can receive only three-fourths of her cargo, and is compelled to leave the wharf in order to get into water deep enough to take in the balance.

ARECIBO, OR AREIBO.

During the last eight years, the commercial condition of this port has been highly prosperous. The imports and exports have greatly increased; splendid mansions have been erected, and several commercial houses established. The harbor, however, is so totally unprotected, that vessels are compelled to anchor in a very wide berth, and frequently, during the prevalence of north winds, are forced to retire from the shore and put out to sea. They sometimes receive cargoes, under sail, without casting anchor. Accidents are, in consequence, so frequent, that seldom does a year pass without having to record the loss of one or more vessels.

Imports are nearly the same as at San Juan; the exports comprise about 10,000 hogsheads of sugar; 3,000 of molasses; 1,000 of rum; 14,000 to 15,000 quintals of coffee; and a considerable quantity of timber for Spain, to be used in the Spanish ship-yards. Arecibo also exports considerable quantities of tobacco to Germany, the United States, and Cuba, amounting, in the whole, to about 2,500,000 pounds.

MAYAGÜEZ, OR MAYAGUAS.

This is the most important port on the island. It possesses large capital, and contains several costly and fine dwellings. Rapidly rebuilt after the great conflagration, by which it was destroyed in 1841, Mayagüez has gained in prosperity; having been before that disaster but an inconsiderable village, it has now become the most important city on the island.

The surrounding district produces large quantities of coffee, though, since 1840, there has been a sensible diminution in that article. For that year, the exports amounted to 80,000 quintals, while in 1853 they fell to 43,500 quintals.

The coffee of Mayagüez stands in such high repute in America and Germany, that purchases are frequently made in advance of the crop. Hence comes also the best sugar of the island, which is mostly imported in American bottoms into the United States. In 1853, there arrived 83 American vessels, of 13,272 tons, carrying freight to the value of $223,600; and there cleared 76, of 12,680½ tons, taking cargoes worth $460,013. The molasses from this port is always of the best quality, and much sought after by American and English shippers.

Besides coffee, in 1853 there were exported 165½ hogsheads of rum; 8,221 hogsheads of molasses; 20,766,033 pounds of sugar; but only 4,463 pounds of tobacco, showing a decrease, compared with the preceding year, of over 50,000 pounds. There were, besides, 1,000 hogsheads of rum mixed with tabasoo pepper (*malagueta*), a preparation constituting now a new and profitable branch of domestic industry. Imports from the United States and England are generally similar to the imports into San Juan.

Within the past few years a considerable number of planters, of moderate capital, have en-

gaged in the cultivation of cocoa, with perfect success. A few quintals of it sold to Spanish merchants have found a ready appreciation at Barcelona, and the article is considered equal to the cocoa of Caraccas. It is quite probable that, in the course of a few years, cocoa will be largely exported from Mayagüez, and thus supply the deficit caused by the diminution in the exportation of coffee. In addition to the products already specified, Mayagüez exports also considerable quantities of oranges, citrons, and other fruits, to the United States.

PONCE.

This port is almost as important, in a commercial point of view, as Mayagüez. In 1853, it exported even more sugar and molasses than the latter. But the long droughts frequently destroy entire crops—no rain falling, oftentimes, for five or six successive months. Notwithstanding, by dint of incessant labor, and by means of artificial irrigation, the industrious planter often succeeds in partially overcoming this drawback, and in securing a passable harvest. Like Mayagüez, Ponce possesses some few vessels, which make regular voyages to and from Spain. In 1853, the exports consisted of 27,804,269 pounds of sugar; 13,161 hogsheads of molasses; 1,876,249 pounds of coffee; 72 hogsheads of rum, and some hides. This trade employed 90 vessels from the United States, carrying 15,616 tons, and entering with cargoes of the value of $173,168; and 80 vessels of 15,208 tons, clearing with cargoes in value $684,662.

GUAYAMA.

The drought, which afflicts this district even more severely than Ponce, is the chief cause of its commercial decadence. Many of the inhabitants have abandoned their establishments, and gone with their slaves to seek, in the interior of the island, a climate more congenial to the culture of the sugar-cane. The sugar of Guayama shows a fine grain and good color for refinery. In 1853 there entered the port 85 American vessels, having an aggregate of 15,471 tons, importing in value $255,153; and cleared 83, of 14,873 tons, exporting a value of $492,338. The total exports of sugar during the same year were 21,920,511 pounds; of molasses, 11,618 hogsheads; of coffee, 306,683 pounds; and of tobacco, 101,862 pounds.

Mayagüez, Ponce, and Guayama are the three places on the island which possess the greatest number of steam-engines, and machines for the manufacture of sugar. This remark applies, in a special manner, to Mayagüez, the climate of which is particularly favorable to the development of labor. In 1850 there were put up here ten machines of from 10 to 16 horse-power each.

The exportation of rum is not in proportion to that of sugar, owing to the large consumption of that article on the island.

Among the secondary ports of the island, Aguadilla and Humacao are the most considerable. In 1853 the former exported 3,092,302 pounds of sugar; 2,438,788 pounds of coffee; 649 hogsheads of molasses; and 469,956 pounds of tobacco. The latter, in the same year, exported 4,183,233 pounds of sugar; 100,000 pounds of coffee; 1,676 hogsheads of molasses; and only 11,220 pounds of tobacco, against 28,300 the preceding year. The great bulk of the coffee shipped from these two ports goes to Trieste, Genoa, and Hamburg. Germany also takes from these ports a considerable quantity of tobacco.

Fajardo and Naguaba have some trade with the French West Indies, with St. Thomas and St. Croix, consisting chiefly in an exchange of live animals and provisions for the imports from those islands. Their sugar, however, amounting annually to about 5,000 hogsheads, is almost exclusively sent to the United States.

Sugar.—Previously to 1820, scarcely enough sugar was produced for the consumption of the island. According to official statements, the quantity exported from all parts of the island of Porto Rico in 1839 amounted to 69,245,783 pounds, valued at $2,423,602; while in 1853 the quantity of sugar exported amounted to 110,605,859 pounds, valued at $3,318,175; showing an increase in fourteen years of over fifty per cent. The United States alone received in 1853 74,710,336 pounds, valued at $2,244,309, or over two-thirds of the whole quantity exported.

COFFEE.—The quantity exported in 1839 was 8,538,362 pounds, valued at $853,000; and in 1849, 8,615,311 pounds, valued at $516,918. In 1853, it amounted to 11,580,604 pounds, valued at $694,836. Despite this seeming increase, it is a well-known fact that the cultivation of coffee is on the decline. The Hanseatic cities receive nearly one-half of the whole exportation of coffee, while the United States take but an inconsiderable quantity.

MOLASSES.—In 1839 there were exported 3,311,719¾ gallons, of the value of $496,759; in 1849, 4,328,135½ gallons, valued at $649,220; and in 1853, 46,630¾ hogsheads, valued at $466,307. The United States received of the quantity exported in 1853 to the value of $363,612, nearly three-fourths of the total exportation.

COTTON.—The cultivation of cotton declines yearly, and has become at this time insignificant. In 1839 there were exported 1,183,973 pounds, valued at $189,435; while in 1853 the whole amount did not exceed 280,565 pounds, valued at $28,056.

RUM.—The value of rum exported in 1839 was $16,241, and in 1853, $17,106. The exportation of this article bears no proportion to that of molasses, as rum is immoderately consumed by the common people on the island.

The commerce of Porto Rico with foreign nations during six years, from 1848 to 1853, both inclusive, is illustrated by the following statements:

Statement of the values of the principal articles imported into Porto Rico, 1848—1853.

[Made up from the "Balanzas Generales."]

Articles.	1848.	1849.	1850.	1851.	1852.	1853.
Olive oil	$86,019 50	$99,289 50	$89,197 15	$79,259 70	$99,932 63	$122,707 00
Liquids	193,638 94	187,250 70	228,132 07	236,431 00	340,868 17	242,993 68
Meats	71,712 40	96,375 29	83,278 73	92,607 11	91,724 16	67,218 67
Spices	5,967 42	6,450 50	14,657 46	14,895 22	(a) 15,533 18	10,657 34
Fruits, &c	32,139 56	27,838 98	29,959 19	50,672 74	50,021 56	43,340 01
Rice	38,580 26	40,598 31	43,987 37	46,809 78	145,498 58	83,265 75
Cereals, &c	598,958 91	580,415 98	688,859 82	1,000,319 92	1,193,123 23	692,701 40
Lard and butter	84,149 12	80,733 93	88,158 34	74,671 74	91,658 76	69,578 30
Cheese	27,314 76	25,196 73	30,697 76	45,888 50	67,014 58	33,837 50
Fish	365,902 00	364,488 41	436,990 91	381,208 51	402,232 21	343,093 02
Other edibles	116,986 63	112,706 09	116,620 52	164,037 40	166,031 64	135,732 06
Cottons	521,310 87	755,287 33	651,105 34	625,535 14	599,201 52	677,841 81
Woolens	52,094 03	49,291 34	47,244 04	50,594 36	48,744 18	75,777 62
Linens	308,446 65	405,699 03	310,130 17	253,582 22	267,459 22	352,494 05
Silks	68,940 44	61,578 08	62,186 03	8,645 38	93,880 46	76,496 07
Tobacco	199,929 18	143,120 94	185,580 84	222,056 45	138,440 21	124,374 56
Skins and peltries	72,409 53	58,030 87	85,049 14	121,449 15	134,141 93	106,406 23
Wood	233,360 00	211,196 42	316,291 80	337,088 66	254,947 98	216,867 15
Metal	26,126 60	32,033 34	24,619 34	35,446 71	71,738 55	33,074 29
Glass	12,024 97	15,963 04	20,829 16	14,727 11	32,957 23	25,273 74
Iron nails	36,505 36	58,275 68	58,170 54	51,273 36	42,294 96	39,741 36
Iron ware	19,059 48	23,738 56	35,493 97	42,445 57	65,179 66	36,383 21
Machines, and parts thereof, for sugar manufactories	9,855 12	28,839 28	24,983 44	27,739 16	21,166 48	15,207 52
Agricultural implements	22,174 05	22,781 25	23,582 36	49,122 67	89,706 05	38,013 91
Soap	127,431 30	134,339 00	112,438 75	156,884 00	215,940 35	97,312 10
Medicines	33,209 82	33,667 40	31,955 38	20,374 79	30,617 56	36,192 61
Furniture	61,338 02	44,173 47	44,945 02	45,756 27	84,488 03	34,568 64
Perfumery	12,438 15	18,306 61	15,028 08	17,355 00	35,167 50	25,029 00
Candles	46,652 15	16,806 63	62,678 40	65,287 32	68,945 92	48,017 38
Gold and silver	234,116 00	612,155 00	740,062 50	763,475 25	392,281 00	735,630 75
Unenumerated	.....	.....	.....	.....	....	.....
Total	4,469,751 62	4,981,583 89	5,222,029 98	6,073,870 02	6,298,395 65	5,335,910 36

(a) The Balanza gives this sum as $107,257 34, which is an error.

Commerce of Porto Rico with foreign nations, 1848—1853.

[Made up from the "Balanzas Generales."]

Countries. (a)	1848.		1849.		1850.		1851.		1852.		1853.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
Spain and Balearic Islands	$949,292	$598,568	$899,377	$437,341	$1,157,178	$280,425	$1,297,616	$539,402	$1,856,297	$322,983	$1,302,225	$359,045
Cuba	198,774	62,252	111,623	26,787	199,783	3,491	245,101	23,048	160,343	86,635	108,778	81,360
Foreign Antilles	1,908,642	264,404	2,586,890	204,920	2,337,425	234,199	1,955,479	308,617	2,034,258	295,681	2,340,400	344,928
United States	871,600	2,467,553	899,614	2,100,930	998,010	2,469,691	1,187,847	2,518,802	1,173,184	2,459,150	788,589	2,655,809
Austria	.....	61,961	.....	61,734	.....	48,668	.....	67,505	6,963	51,932	.....	.....
Bremen and Hamburg	11,452	325,291	24,387	240,884	21,234	249,634	41,229	440,231	183,474	310,803	146,018	373,856
Sardinia	12,510	111,729	24,409	131,467	4,076	226,178	1,759	172,014	2,264	159,427	11,485	118,847
Denmark	.....	23,842	2,923	36,699	.....	.....	.....	.....	.....	46,301	1,733	64,708
France	16,588	472,006	8,136	457,728	15,034	734,021	42,510	83,355	34,957	272,702	83,185	253,179
England	19,562	960,121	42,143	1,532,650	78,557	1,044,696	282,971	1,253,329	247,455	432,587	59,069	712,493
Canada and Newfoundland	130,269	226,829	113,116	163,374	271,231	406,134	268,756	352,492	306,308	196,413	274,835	322,400
Venezuela	350,570	17,396	254,939	7,852	139,297	10,253	750,598	3,176	278,579	3,711	219,588	8,390
Total	4,469,751	5,595,136	4,981,583	5,402,371	5,222,029	5,877,319	6,073,870	5,761,974	6,298,395	4,652,339	5,335,910	5,299,327

(a) Belgium, Holland, and other countries, are given in the original; but the amounts for these countries being comparatively small, and only for a few of the years designated in the table, they are omitted. The true totals, however, are given, though they do not, for the reason assigned, correspond in every instance with the sum of the particulars.

Number and tonnage of vessels entering the ports of Porto Rico in the years 1848—1853.

Nationality.	1848.		1849.		1850.		1851.		1852.		1853.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Spanish	436	26,621	459	26,593	483	26,454½	479	36,346	564	46,660	529	33,251½
United States	333	54,250	306	49,360	351	56,248¾	427	67,412	447	73,442	415	67,180
Bremen	11	2,454	13	2,221	9	1,601	21	4,330	24	4,703	19	4,546½
Danish	18	2,249	29	3,881	19	3,623	25	4,316	31	4,713	29	4,253
Dominican	5	190	3	119	3	151	3	138	3	216	1	51
French	97	10,806	77	9,916	97	11,516½	53	4,954	91	8,172	82	7,674
Hamburgese	12	2,621	10	1,746	22	4,855	15	3,676	12	2,325	21	4,097
Portuguese	1	82	.....	.....	1	76	.....	.....	.....	.....	.....	.....
Dutch	1	86	4	182	3	278	4	349	12	718	4	281½
English	129	17,256	177	27,067	198	23,221¾	272	34,130	239	29,941	209	24,684¾
Venezuelan	3	108	.....	.....	1	70	1	46	8	549	.....	.....
Prussian	1	160	1	326	.....	.....	2	524	.....	.....	5	1,638
Swedish	1	202	1	200	2	268	1	210	5	910	.....	.....
Sardinian	7	1,423	12	2,706	12	2,688¾	10	2,074	5	1,015	5	1,113
Hanoverian	.....	.....	2	296	1	103	4	688	3	710	2	223
Oldenburg	.....	.....	1	238	2	456	7	1,391	8	1,762	16	2,493½
Total	a 1,056	b 118,910	1,095	124,851	1,206	132,040¾	1,324	160,586	1,452	175,836	c 1,338	c 151,663½

(a) To make this total, add 1 for Austria. (b) To make this total, add 400 for Austria. (c) To make these totals, add 1 to the column of *number of vessels*, and 177 to that of *tonnage*, for Austria.

The tonnage of American vessels arriving in 1853 at Porto Rico amounted to 67,180, or nearly one-half of the total tonnage of the island, double that of all the Spanish, and nearly triple that of all the English vessels.

Ports mostly visited by American vessels were Mayagüez, 97 vessels; Ponce, 69 vessels; Guayama, 50 vessels; and Porto Rico (San Juan), 45 vessels.

Statement of the quantities of the principal products of Porto Rico, 1848—1853.

[Made up from the "Balanzas Generales."]

Years.	Aguardiente	Cotton.	Coffee.	Sugar.	Hides.	Tobacco.	Molasses.	Black cattle.
	Hogsheads.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*	*Gallons.*	*Head.*
1848.....	984¼	182,457	9,613,074	101,298,754	745,880	2,457,449	3,867,474	4,372
1849.....	1,241⅛	304,052	8,615,311	100,742,517⅛	519,070⅛	2,430,540¾	4,328,135⅛	3,700
1850.....	572⅛	241,574⅛	11,783,684	112,129,432	544,752	2,973,308	4,905,313	4,376
1851..... ..	347¾	366,581	12,111,971	118,416,304	632,706	6,478,084	4,827,558	6,053
1852.....	113¾	218,792	11,370,763	93,631,396	508,820	5,565,739	3,357,900	6,220
1853.....	648¼	280,565	11,580,604	110,605,859	507,251	3,703,457	4,896,228	6,019

The foreign Antilles, and among them, especially, St. Thomas and St. Croix, have the largest amount of the imports into Porto Rico. Indeed, the former, as already observed, may be considered merely as an entrepot for European and American manufactures, serving the Spanish merchants, from its proximity to the Spanish West Indies, as a market for all their merchandise. It will be seen that the United States occupy the first rank as regards the amount of exports, taking more than one-half of the total exportations. They receive two-thirds of all the sugar, and three-fourths of all the molasses exported; these being the principal articles entering into the export trade of Porto Rico. The exportation to the United States amounted in 1853 to $2,340,000, chiefly for sugar and molasses.

Spain holds the second rank in importations into, and only the fourth as respects exportations from, Porto Rico, since the foreign Antilles import more into the island; and the United States, England, and the Hanseatic cities take more from it than does Spain, despite all differential duties in her favor, both as respects shipping and trade.

GENERAL REGULATIONS.

Tonnage Duties.—Ships entering the ports of the island of Porto Rico will pay, if foreign, $1 the ton; if national, 37½ cents the ton, as per register.

(The sections marked 1, 2, 3, 4, in the *General Regulations* of Cuba, are also applicable to Porto Rico.)

National vessels bringing full cargoes of coals will pay no tonnage duties, although the number of tons be less than indicated by their register; foreign vessels will, however, pay 50 cents per ton, in compliance with the royal decree of December 23d, 1848. But, whenever a ship, either national or foreign, brings other cargo besides coals, no matter whether the coals be equal to, or more than, the amount of her tonnage, she will pay the tonnage duty in accordance with said decree.

Vessels loaded with coals only, are exempted from local duties, with the single exception of the fee ($23) to the captain of the port for entering and clearing.

National or foreign vessels entering the ports will pay, in addition to the duties specified, 12½ cents per ton, as per register, for the purpose of deepening the harbor.

Vessels arriving in the harbor of San Juan, under whatever circumstances, or for whatever purpose, will pay 12½ cents per ton for dredging and keeping the port navigable.

National vessels to or from the island of St. Thomas will pay, at whatever port, the tonnage duties applicable to the flag.

Comparative statement of the commerce between the United States and Porto Rico, and other Spanish West Indies, (except Cuba,) exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845....	$688,149	$20,775	$708,924	$2,026,253	51,150	28,575	629	622
1846....	675,441	25,905	701,346	2,277,110	51,284	30,056	487	1,373
1847....	825,079	33,985	859,064	2,141,929	38,063	26,767	1,746	1,879
1848....	801,722	37,012	838,734	2,106,296	45,438	35,241	513	1,150
1849....	523,292	33,234	556,526	1,964,861	47,534	25,870	2,192	3,898
1850....	816,062	93,591	909,653	2,067,866	41,768	30,744	3,074	3,108
1851....	961,410	57,209	1,018,619	2,480,329	48,336	36,320	7,874	6,013
1852....	1,015,563	39,542	1,055,105	3,001,223	58,885	35,010	12,061	5,544
1853....	810,411	54,143	864,554	2,800,936	47,838	30,815	15,844	9,429
1854....	990,886	60,997	1,051,883	2,850,353	52,228	31,014	8,710	8,528
1855....	1,144,581	38,937	1,183,518	2,475,998	43,249	34,190	7,830	5,592

TARIFF OF PORTO RICO. (*a*)

[Approved August 2, 1849; modified August 8: in force from November 1, 1851.]

Regulations.

1. The products of the island, except timber, are free from all export duty, both municipal and of the government.

2. National products in national ships will pay, on their introduction, 7 per cent.; and the like in foreign ships will pay 12 and 15 per cent. Foreign products in foreign ships will pay 23 and 29 per cent.; the like, though they may come from the ports of Spain, in national vessels, will pay 16 and 20 per cent. (*b*)

3. In these duties are absorbed the ½ per cent. *consulado;* ½ per cent. for the construction of moles, custom-houses, and their warehouses; and ½ per cent. for the construction of roads and bridges in the interior; and 2 per cent. extraordinary duty established by royal order of the 28th of January, 1845, on the importation of foreign products.

4. * * * * * * * * * * *

5. Articles, the duties on which are less than those generally stated in the list, such as 1, 2, 2½, 3, 4, and 6 per cent., to which are subject fine wares (*prenderia fina*), quicksilver, cochineal, implements of husbandry, &c., will not be subject to the duties of *consulado*, roads, and aqueducts.

(*a*) See Comparative Tariffs No. 3, Part II.

(*b*) This last difference (9 per cent.)—that is, the difference between the last duty named, viz., 20, and its corresponding duty on the like not "from the ports of Spain," viz, 29, or a difference of 9—appears to be payable only on such articles as are also made in Spain; that on flour is 8½ per cent. in favor of Spanish vessels.

6. One per cent. Balanza duty will continue to be collected on all the duties of importation and exportation, in accordance with the royal order of November 5, 1824, with the exception of those called *fixed* and *sole*, those of tonnage, anchorage, and local imposts.

7. Alembics, trees for planting, plants and seeds, manures, and machinery for agriculture, will pay a duty of 1 per cent., if they come from foreign ports and in foreign bottoms; their introduction being free in national ships, when from national ports.

8. Imports, not products of the countries whence they come, will pay an additional duty of 2½ per cent. on the duties already imposed.

9. Merchandise, fruits, and effects from foreign islands, in the neighborhood of Porto Rico, introduced into ports open for such goods, by national vessels, will pay the same duties as if brought in foreign bottoms.

10. Foreign refined white sugar, in loaf, crushed, or powdered, will pay a fixed rate of $8 the quintal; and the like from the island of Cuba, $4. The foreign white sugars will pay $4 the quintal, and that of Cuba $2.

11. Virginia leaf-tobacco will pay a fixed rate of $4 the quintal; that of Manilla, of the same quality, $5 the quintal; that in *carrots*, foreign, $7 the quintal; foreign cigars, $2 the 1,000; the leaf-tobacco of Santo Domingo $5 the quintal; the same of Cuba $3 the quintal; cigars of Cuba $2 the 1,000; and cigarettos thence, $1 the 100 (small paper bundles).

12. Notwithstanding that, in the tariff, salt is designated as an article of importation, and an appropriate duty assigned thereto; nevertheless, since by royal order, bearing date the 4th day of August, 1851, the public sale of the salt-works of the island was ordered, and such order has been executed; the exclusive privilege of introducing this article, whether of national or foreign production, on the payment of the specified duty, having been conferred upon the purchaser, by rescript of the tribunal of intendency of the 7th June, 1851, notice is hereby given, that, until otherwise ordered, no other person will be allowed to *verify* such importation.

13. Various pieces of cloths being designated in the list, of a determinate number of yards, which they usually measure, no allowance will be made for any less number, unless the deficiency exceed 6 per cent. on the piece, and notice thereof be given at the time of the entry.

14. Cinnamon in sticks and in bundles may be sold at auction in the warehouse of damaged goods, though they may not have been damaged; the duty being payable according to the price at which they sell, unless the amount exceed the value stated in the tariff, in which case they will pay what is there required.

15. Oil, grease, ham, bacon, sausages, cheese, salt, lard, butter, fish, (pickled or dry), cocoa, and other articles of the same sort, subject to leakage or loss, shall be considered at the weight and measure they are of at the time the duties are paid at the custom-house, whenever they are less than appears in the manifest; but whenever greater than ten per cent., the excess will be subject to such penalties as the superintendency may impose, to which, in every case, the representation will be made.

16. From *agua ras* (spirits of turpentine), and liquids of all kinds, and from whencesoever, fruits in spirituous liquors, or simple sirup, capers, olives, pomatums, hair-oil, and other articles that are generally imported in wooden vessels, clay, crystal, glass, and other brittle wares, will be deducted 1 per cent., in consideration of leakage, spilling, and breakage.

17. On mirrors, crystal, glass, earthen vessels, and vessels of clay, will be deducted 3 per cent., in consideration of breakage.

18. Dry or jerked beef imported from Buenos Ayres, or from other places not less distant, will be allowed for damage, &c., a deduction from manifest exhibit of 10 per cent.

19. On jerked beef from Yucatan, the United States, Costa-Firma, and other places at equal distances, 4 per cent. will be deducted on the same account.

20. Should the weight of a cargo of jerked beef, or a part of one, not appear on the manifest, the *administrador* will take the charge of the unlading, and the rates thereon shall be paid,

without any deduction, even for damage by the sea. In this case, the master will be also amerced for the defect of his manifest, in such manner as the superintendency adjudge.

21. If, of the jerked beef on the manifest, any part should prove to be spoiled, so that it must be thrown overboard, it shall be deducted, and no allowance of duty shall be made on the remainder; and if any excess appear, the owners shall be subject to the penalties that may be imposed by the superintendency, to whom the case shall be made known.

22. If in the event of storm, or other extraordinary accident, the articles imported shall have suffered considerable damage, so that the owners or agents do not abide by the allowances assigned, the custom-house officer will cause the articles which deserve consideration to receive a scrupulous examination, at which competent persons shall engage, appointed by that officer and those interested, who shall inspect the damage; and the allowance adjudged, if it exceed 6 per cent., shall be made known to the superintendency for such decision as it shall make.

23. As a general rule, all articles not included in the tariff will be subject to the rates pointed out for those to which they are analogous.

24. The rate of anchorage will be continued as it exists up to this time, in all the custom-houses of the island; and at the capital, the contribution, also, established for the aqueduct by royal order. That for the light-house will also be collected under the regulations established.

25. The duty, hitherto existing under the name *amortizacion*, on the vessels entering in ballast, is repealed.

26. The custom-house will continue to receive the local duties that may be found in force, imposed by competent authority.

* * * * * * * * * *

One-fourth part of the duties may be paid in Spanish gold, as formerly.

PORTUGAL.

ВОЛОСЫ.

PORTUGAL.

THIS kingdom contains an area of 35,268 square miles, embracing 22,764,600 acres, and contains a population estimated at 3,814,771 souls. The chief ports are Lisbon and Oporto. The soil is capable of yielding all the productions common to France and Spain; but, beyond the necessary supplies for consumption in the agricultural districts, its tillage may be said to be totally neglected. The want of roads and internal communications presents so effectual a check to every kind of production, and to native industry generally, (if we except the cultivation of the vine,) that fully one-half of the entire area of Portugal remains, to this day, totally unreclaimed. According to a calculation made by Da Costa, of the entire area of Portugal, only 233 leagues, or 1,787,957,188 braças, or 2,113,749 English acres, are cultivated as grain lands.

The great fountain of wealth in Portugal is in its vineyards; and yet, under the system of political economy practised by the government of that kingdom, wine cannot be either grown, made, or exported, except under heavy restrictions and imposts. Until within the past few years, there was not sufficient corn grown in the few agricultural districts for the necessities of the country; still, corn is classed among its staples, and its importation from foreign countries prohibited, unless when, from any cause, the home supplies are inadequate to meet the demands for consumption.

The following official return exhibits the entire agricultural resources of Portugal for the year 1851, and, with the exception of corn, the supply of which is constantly fluctuating, may be regarded as a fair index of the average yearly agricultural wealth of this kingdom:

Articles.	Quantities.	Amount.	Articles.	Quantities.	Amount.
Corn	Moios (*a*)	(*b*) 1,139,737	Cattle	Heads	5,782,712
Beans (pulse)	do	178,812	Wine (Maduro e verde)	Pipes	787,809
Rice	do	12,252	Alto-Douro port	do	100,000
Salt	do	466,166	Olive oil	do	43,682
Walnuts, filberts, almonds, and chestnuts	do	37,640	Wool	Arobas	337,589
			Silk	Pounds	315,140
Figs	Arobas (*c*)	338,700	Honey	Arobas	59,137
Carob beans	do	248,160	Beeswax	do	25,616
Oranges and lemons	Thousand	360,000			

(*a*) The moio is equivalent to 22.39 bushels.
(*b*) Showing an increase of 80,538 moios on the production of 1850; but a decrease of 19,352 on that of 1848.
(*c*) The aroba equals 32 lbs.

In 1831, Portugal imported 553,740 alquieres (each equal to 32 lbs.) of grain; between 1846 and 1851, she exported, as appears from her official statistics, about 1,800,000 alquieres from Caminha, and about 4,000,000 alquieres from Vianna; making a total of nearly 6,000,000 alquieres, or 1,000,000 alquieres per annum; or an exportation of about twice as much as she formerly imported.

With this brief reference to the natural capabilities and agricultural resources of Portugal, the laws and regulations under which that kingdom conducts its foreign commerce, the character and extent of that commerce, and the description of merchandise which constitutes the leading articles of exchange, especially between Portugal and the United States, will next be considered.

For a long period the commercial relations of the United States with Portugal were regulated by such acts of legislation as the Portuguese government thought proper to adopt, with no other check than the countervailing legislation of the United States. Under this system, the direct trade between the two countries, in national vessels, laden with the produce and manufactures of either, was allowed on terms of full reciprocity; but the indirect trade was fettered by discriminations and restrictions, and by the countervailing duties to which they gave rise, until the treaty of commerce and navigation entered into between the two countries, in 1840, placed their trade on a basis of entire reciprocity. This treaty stipulates that vessels of either country, arriving in the ports of the other, shall be put on the footing of national vessels; that no other or higher duties shall be levied on the produce or manufactures of either country, when imported into the other, than on similar produce, &c., of other foreign countries; that the same duties shall be levied on such importations, whether in American or Portuguese vessels; that all favors granted by either party to other nations shall become common to both; and that American vessels shall pay no higher duties of export in the ports of Portugal than national vessels. This treaty is declared to be in force for six years, and further, until the end of one year after either party shall have given notice to the other to terminate the same: no such notice having been given by either party, commercial relations between the two countries are still governed by its provisions.

Under the stipulation equalizing American and Portuguese vessels with respect to direct importations, the American flag enjoyed, during a brief period after the ratification of the treaty, special advantages over the vessels of other foreign nations. This was the result of a law passed by the Cortes, in 1837, (before the treaty was adopted,) by which a deduction of 15 per cent. on all duties was allowed on merchandise imported in national bottoms. This measure, although it had given a great impulse to the national shipping of Portugal, and largely augmented importations in American bottoms, was found to exercise a disastrous effect on the public treasury, diminishing the revenue from that source about $300,000 annually. It was consequently abolished, and after the 15th January, 1842, all foreign vessels were equalized, in this respect, with the national flag.

Notwithstanding Portugal possesses natural advantages and resources which might enable her to rank among the most important trading countries in Europe, her commerce with foreign nations, and particularly with the United States, has dwindled down to the mere shadow of what it was in former times; nor can much hope be indulged of a speedy commercial regeneration of this kingdom so long as her present restrictive and prohibitory regulations exist, and her unsurpassed natural resources remain under their present partial and imperfect system of development.

The dismemberment of Brazil from the kingdom of Portugal (1820) would seem to mark the period of the greatest decline in her commerce with the United States. This can be best illustrated by giving the official returns for two equal periods, preceding and following this event, and contrasting the results.

Exports from the United States to Portugal and dependencies—the years designated.

Years.	Amount.	Years.	Amount.
1810	$7,679,210	1822	$427,000
1811	11,466,150	1823	246,648
1812	9,399,520	1824	518,836
1813	10,687,928	1825	408,160
1814	591,669	1826	313,553
1815	2,281,101	1827	357,370
1816	2,270,389	1828	291,614
1817	1,834,823	1829	322,911
1818	2,898,177	1830	279,799
1819	2,263,580	1831	294,383
1820	1,325,751	1832	296,218
Total	52,698,298	Total	3,756,492

Showing a falling off in the total amounts, during the eleven years compared, of $48,941,806, or, in the average annual amounts, of $4,449,255. It is proper, however, to remark, that the trade with Brazil absorbed more than a moiety of the total amount of the exports from 1810 to 1820.

The general trade of Portugal with all foreign countries has also declined during the past half-century, in a ratio of nearly one-third in exports, and one-half in imports. This will be seen from the following comparison of imports and exports, for a series of years within the above-named period:

1801.—Imports into Portugal from all nations	$24,171,780
Exports from Portugal to all nations	31,379,730
Total trade in 1801	55,551,510
1816.—Imports into Portugal	$22,337,430
Exports from "	20,223,385
Total trade in 1816	42,560,815
1830.—Imports into Portugal	$16,194,500
Exports from "	13,085,000
Total trade in 1830	29,279,500
1844.—Imports into Portugal	$12,282,530
Exports from "	8,225,665
Total trade in 1844	20,508,195
1848.—Imports into Portugal	$13,507,210
Exports from "	10,679,430
Total trade in 1848	24,186,640

It thus appears that in 1848 the exports from Portugal to all nations were only about one-third, and the imports from all nations about one-half of the amount of exports and imports in 1801, or half a century ago.

The general movements of trade between the United States and Portugal have varied so little during the past twenty years, that they may be regarded as stationary, at least so long as the existing commercial regulations remain unchanged in both countries. During the past year, however, the government of Portugal has manifested some disposition to review and modify its entire system of commercial policy; and the good effects that have already succeeded the initiatory measures to this end, already adopted, will, it is believed, encourage it to remove altogether the onerous restrictions which have so long fettered its trade with foreign nations.

In 1853, the export duty on wine was materially reduced, and equalized to all nations, (a discrimination having been made, before that period, between exports to Europe and America;) and the effect of this first step towards a more liberal policy is evidenced in the increased exportation of that great staple in 1853 over the preceding year, to an amount exceeding three-fourths of the whole.

This will be seen from the following table:

Exports of wine, brandy, &c., from the port of Oporto in the years 1852 *and* 1853.

1852.	Pipes.	1853.	Pipes.(*b*)
Great Britain	19,219	Great Britain	46,834
United States	4,452	Australia	2,531
Brazil	2,833	United States	1,658
Australia	2,001	Canada	1,002
Hamburg	917	Hamburg	923
Canada	902	Brazil	743
Russia	373	Russia	561
Bremen	250	Denmark	455
Newfoundland	156	Portuguese possessions	357
Prussia	119	Bremen	232
France	15	Sweden	215
Holland	21	Newfoundland	163
Spain	2	Prussia	114
Sweden	238	France	15
		Holland	9
		Spain	1
Total	(*a*) 31,499	Total	55,813

Exports in 1853	55,813 pipes.
" 1852	31,499 "
Excess in 1853 over 1852	24,314 "

The subjoined statements of the commerce and navigation of Oporto during the Portuguese financial year 1854–'55, and the movements in wines and brandy the same period, are made up from returns of the United States consul at that port.

(*a*) Fractional parts amounting to 1 pipe are omitted.
(*b*) The pipe is estimated at the United States custom-house at about 113½ gallons.

Statement of the quantities and values of different classes of merchandise imported into Oporto from foreign countries and Portuguese possessions, and of the duties paid on the same, in the economic year 1854–'55.

Merchandise.	Quantities.	Values.	Duties paid.
CLASS I.—*Cottons.*			
Wool	Pounds 1,911,451	$197,872 72	$411 93
Yarn	" 1,213,157	171,817 07	61,142 84
Velveteens and cords	" 205,199	101,971 26	20,073 74
Muslins	" 68,140	70,751 04	18,669 69
Dimities, &c.	" 3,518	3,960 84	1,687 05
Calico	" 33,935	16,503 24	5,729 00
Cotton velvets	" 36,710	31,872 80	7,684 93
Various textures white	" 581,240	177,572 72	41,467 61
" " unbleached	" 2,070,745	410,393 27	93,936 40
" " printed, dyed	" 570,028	330,941 04	145,939 14
Various articles	" 3,331	2,988 02	836 80
CLASS II.—*Animals.*			
Animals	Number 250	1,857 55	70 40
CLASS III.—*Liquors.*			
Brandy and gin	----------	2,917 37	1,027 72
Beer	----------	2,607 58	1,178 56
Wine	----------	4,928 24	632 39
Other liquors	----------	45 64	10 48
CLASS IV.—*Spoils of Animals.*			
Leather, in goods of all kinds	Pounds 128,021	17,580 41	2,516 18
Skins, dressed and undressed	" 1,887,355	302,897 45	7,797 70
Various spoils of animals	" 3,755	8,338 02	2,468 10
CLASS V.—*Farinaceous Articles.*			
Rice	Pounds 3,621,340	146,245 56	47,278 96
Rye and barley	Alqu's (*a*) 63,448	37,902 14	----------
Flowers of mandioca	Pounds 659,762	24,491 27	3,578 58
Indian corn	Alquieres 776,540	590,869 11	----------
Various feculæ and flour	Pounds 57,619	3,190 20	716 48
CLASS VI.—*Colonial Goods.*			
Sugar	Pounds 8,830,261	475,330 04	278,648 43
Coffee	" 634,658	65,352 12	22,111 74
Tea	" 60,208	35,333 66	11,850 63
Various articles	" 10,620	3,073 89	677 09
Molasses	" 207,312	6,345 63	662 94
CLASS VII.—*Fatty Substances.*			
Sweet oil	Almudes (*b*) 1,122	3,942 36	729 26
Butter	" 50,553	11,923 90	3,023 49
Cheese	" 87,622	10,671 72	3,201 07
Various articles	" 5,968	783 67	69 07
CLASS VIII.—*Woolen Goods.*			
Woolen goods	Pounds 119,135	13,330 41	31 19

(*a*) 100 Lisbon *alquieres*=37.32 bushels.

(*b*) The almude=5.61 gallons.

STATEMENT—Continued.

Merchandise.	Quantities.		Values.	Duties paid.
Stuffs	Pounds	60,056	$71,490 14	$32,685 85
Cloths	"	212,281	287,713 38	105,494 82
Various articles	"	17,167	12,831 48	4,199 71
CLASS IX.—*Linen Goods.*				
Flax and hemp unmanufactured	Pounds	4,219,702	284,178 08	15,602 14
Linen textures, sack cloth, &c	"	571,663	30,690 15	6,629 93
Various articles	"	4,081	919 54	173 64
CLASS X.—*Crockery and Glass.*				
Earthern ware	Pounds	119,905	8,027 12	3,380 93
Porcelain	"	13,668	9,285 86	2,962 93
Crystal in forms	"	11,272	4,938 02	892 95
Black glass bottles	"	743,768	19,197 81	1,607 46
Various articles	"	43,663	24,594 53	4,356 10
CLASS XI.—*Wood.*				
Pipe staves	Number	694,594	248,548 78	13,908 12
Woods for joiners	Pounds	813,648	9,283 68	946 11
Various articles			22,181 44	5,919 40
CLASS XII.—*Metals.*				
Steel, unmanufactured	Pounds	600,405	23,321 70	1,048 29
" manufactured	"	92,371	41,672 78	6,962 81
Copper in bars	"	6,299	822 80	6 81
Lead "	"	1,219,044	36,853 24	1,324 52
Pewter, manufactured and in bars	"	26,325	5,788 02	28 57
Cast-iron	"	1,822,423	13,294 54	1,736 04
Forged iron rods, bars, &c	"	12,809,062	299,655 28	16,975 88
Iron plates and wire	"	1,558,288	41,685 83	2,851 32
Iron goods of different kinds	"	342,443	29,365 18	6,621 39
Tin plates	"	333,232	22,640 18	555 44
Brass (copper) plates and bars	"	205,642	53,269 53	1,836 42
" manufactured	"	76,249	36,421 70	5,043 85
Gold, in coin and bars			1,292,551 53	4 40
Silver " "	Marcos (*a*)	88	523 90	19 75
Various articles	Pounds	59,182	9,164 11	1,288 90
CLASS XIII.—*Minerals.*				
Mineral coal	Tons	13,797	40,388 01	784 21
Various articles	Pounds	832,230	12,890 18	1,193 16
CLASS XIV.—*Paper.*				
Books	Pounds	16,212	9,926 07	307 78
Paper	"	78,037	16,697 80	3,452 29
Various articles	"	2,825	1,299 97	88 24
CLASS XV.—*Fish.*				
Cod-fish	Pounds	14,054,552	445,855 20	196,011 78
Various articles	"	235,637	24,342 31	3,145 45
CLASS XVI.—*Commercial Products.*				
Indigo	Pounds	20,723	17,813 02	254 13
Linseed oil	"	133,847	12,278 24	2,186 03

(*a*) The marc is the troy weight for gold and silver in Portugal, and is equivalent to eight ounces.

STATEMENT—Continued.

Merchandise.	Quantities.	Values.	Duties paid.
Wood for dyes	Pounds 1,252,022	$21,978 24	$809 80
Saltpetre	" 575,640	33,994 54	344 59
Chemical products and medicines	" 404,033	12,956 51	1,399 11
Paints	" 297,032	15,989 10	2,516 89
Dyes and drugs	" 325,531	10,229 33	586 58
Various articles	" 2,371,013	22,294 47	2,451 34
CLASS XVII.—*Silk.*			
Handkerchiefs (Foulards)	Pounds 2,603	18,408 67	2,313 63
Various silk textures	" 5,271	59,406 47	14,560 85
Mixed textures	" 4,521	19.449 98	5,701 40
Dyed silk, unmanufactured	" 19,863	82,490 66	963 42
Various articles	" 526	5,518 46	1,354 17
CLASS XVIII.—*Seed.*			
Fruit, plants, &c	Pounds 62,993	4,730 41	186 66
CLASS XIX.—*Various Articles.*			
Arms, musical instruments, and various articles		58,733 65	12,170 94
Machinery	Pounds 615,083	63,816 25	670 78
Clocks	Number 1,516	16,123 88	1,373 04
Total		7,055 123 71	1,285,750 34

Vessels entered and cleared at Oporto in the economic year 1854–'55.

Years and months.	VESSELS ENTERED.			VESSELS CLEARED.		
	National.	Foreign.	Tons.	National.	Foreign.	Tons.
1854.						
July	81	36	10,906	74	29	10,656
August	98	34	14,045	92	31	13,313
September	101	26	12,927	89	38	15,269
October	57	19	8,132	80	19	9,442
November	72	21	10,272	75	14	9,557
December	42	21	9,166	39	26	9,355
1855.						
January	75	32	11,548	56	23	10,338
February	1	3	522	5	3	692
March	36	43	13,363	40	39	11,950
April	80	51	13,576	52	45	11,054
May	104	42	16,024	95	42	10,763
June	78	27	11,002	88	35	14,449
Total	825	355	131,483	785	344	126,838

Exportation of wine and brandy in the economic year 1854–'55.

	Pipes.	Alms.	Cans.(a)
Wine—1st quality, for ports in Europe	32,298	15	11
" " " out of Europe	1,386	10	8
" " " out of the Kingdom and islands	249	11	9
" 2d quality, for ports out of Europe	1,740	15	7
Brandy—1st quality, for ports in Europe	4	------	10
" " " out of Europe	----------	2	------
" " " out of the Kingdom and islands	17	19	------
Total	35,697	12	9

Total gallons ---------- 3,275,969.

Quantity of port wine exported from Oporto in 1855, *and the countries to which exported.*

[Supplied by the United States consul at that port.]

Countries.	Pipes.	Alms.	Cans.
Brazil	3,644	12	6
Bremen	103	20	8
Canada	605	20	6
Denmark	435	12	1
United States	683	15	9
France	27	13	8
Great Britain	26,755	11	11
Hamburg	1,076	------	10
Spain	----------	13	3
Morocco	----------	15	6
Russia	256	3	8
Portugal and possessions	317	6	8
Sweden	288	14	2
Newfoundland	189	19	9
Total	34,386	12	11

Total gallons ---------- 3,152,906.

The restrictive and prohibitory measures which encumber the Portuguese tariff, and render it, in the words of Macgregor, a compilation of "complicated vexations, based capriciously on ancient prices," present the principal obstacle to the full development of the industrial resources of that kingdom. The increase in one year, under the equalizing measures already adverted to, in the export of its leading staple from 31,499 to 55,813 pipes, (an increase of three-fourths of the whole, nearly,) shows to what extent the whole export trade, and, by necessary consequence, the entire commerce of Portugal, would be augmented by the application of the same liberal principle to the various descriptions of merchandise which the tariff of that kingdom

(a) 12 canadas=1 almude=3.64 gallons.

comprises.(*a*) In the year 1853 several modifications were made in the tariff now in force in Portugal—which tariff will be found in its proper place (Part II); but these modifications affect but slightly the general features of that tariff, if we except the removal of the prohibition on the importation of tea in foreign bottoms.

The substance of these changes is given below.

Alterations lately made in the Portuguese tariff. (1853.)

Broad cloths have been reduced 12 per cent.

Raw silk now pays only two-fifths of the former duty. On satins, gros-de-Naples, &c., a reduction of nearly 54 per cent. has been made.

Flax has been raised to 42 cents per quintal of 128 lbs., being an advance of 200 per cent.

In linens, and goods of cotton and linen, as well as woolens, no great alteration has been made. In grey cloths and white shirtings there has been a reduction of about 12 per cent.

Ale pays about one-third of the old duties.

Wine, which heretofore paid an import duty of about $266 per pipe, has been reduced to about $\frac{1}{5}$ of that amount.

The export duty on port has been reduced and equalized to all the world.

Pianos, which formerly paid from $48 to $192 each, according to size, now pay $24 each, regardless of size.

Formerly, no tea could be imported except in national vessels; the duty being, from Portuguese territories, about 1*s.* 9*d.* English (42 cents), and from other parts 4*s.* 3*d.* per pound, equal to $1 02. Now, tea may be imported indirectly, in national or foreign bottoms; Portuguese vessels still enjoying the usual discriminations over foreign vessels engaged in the indirect trade.(*b*)

The chief difficulty which foreign merchants have to encounter, in selecting a cargo for the Portuguese market, arises from the complicated, and almost unintelligible, terms in which the tariff of that country estimates the value of merchandise. Cottons, linens, and, in many instances, even fluids, are estimated by the pound; and, owing to the great variety of specific articles under any particular genus, and the great difference in their respective prices, it were next to impossible to say, even approximately, what duty is assigned to all or any of the descriptions of merchandise which usually make up a mixed cargo. Cotton, for instance, is thus classed in the tariff of 1852: *raw*, per 101 pounds, $2\frac{1}{5}$ cents (which is plain enough); *manufactured*, from 6 cents to 70 cents per pound (which is not).

Should an American merchant desire to ship to Lisbon or Oporto a cargo of such American produce as would be most likely to find a ready market in exchange for the wines or fruits of Portugal, he would naturally turn to the Portuguese tariff, to ascertain the import duty on such descriptions of merchandise as he could most profitably send. The article of cotton manufactures, (*c*) it has been shown, would, probably, afford some exercise to his skill; but let him select a cargo of tobacco. The Portuguese tariff informs him that it is admitted only when sold to government contractors; but he is left in the dark with respect to the precise duty to which it is subject. If he has a correspondent at Oporto or Lisbon, he will inform him that the duty on tobacco is arbitrary, and depends on the terms of the particular bargain he may make with the government contractors, after his cargo shall have reached port.

(*a*) The statement of the exports of wine for 1854 was received after the above was written. It exhibits an increase over 1852 of 4,198 pipes; but a falling off, when compared with 1853, of 20,116 pipes. This may be attributed to the effect of the war on the general commerce of Europe.

(*b*) It is believed that Portugal has no treaty with any nation equalizing foreign vessels to national vessels in the indirect trade. If so, all foreign flags are equally subject, with those of the United States, to an additional duty of 20 per cent. when importing goods not the produce of the country to which they belong.

(*c*) By decree of 7th October, 1854, the tariff on cotton goods has been modified, and rendered much more definite than heretofore.

This complex classification of the Portuguese tariff induced some British merchants, a few years since, to make the attempt to reduce to a fixed value the actual duties levied on some of the leading imports into Portugal from foreign countries. Below is the result of their calculations, as respects some articles of cotton manufacture. The duties, in Portuguese money, are given in *reas*, the *milrea* being equal to 1,000 *reas* or $1 12.

Articles.	Duties in Portuguese money.	Rate per cent.
Cotton twist, &c., under 40, per lb	50	36
" bleached or dyed, under 40, per lb	80	47
Wick of candles, under 40, per lb.	400	-------
White cottons with glazed finish, 15 threads, &c., per lb.	70	23
Cottons woven with dyed threads, up to 16, per lb	200	52
Cotton dresses, shawls, or handkerchiefs, to 16 threads, per lb	400	92
White cambrics, 21 threads or upwards, per lb.	160	29
Colored cambric dyed in the piece, per lb	200	56
" " in shawls, handkerchiefs, dresses, or other shapes, per lb.	400	88

The duties on the different descriptions of cotton goods vary from 16 (on colored velveteens) to 96 (on striped nankeens plain) per cent. Notwithstanding the enormous duties on cottons, which the above table indicates, the manufactures of Portugal, of this description of merchandise, are confined to some coarse and very inferior description of woolens, and a few common cottons and linens. Still, while that scale of duties continues, cotton tissues can never become a profitable medium of exchange between the two countries.

There is no reason, however, why the United States could not compete with Brazil in supplying the markets of Portugal with sugar, rice, rum, timber, and other articles which have been heretofore chiefly imported from that country. The rice of Carolina is far superior to Brazilian, and yet Portugal consumes, annually, of the latter, upwards of 40,000,000 pounds. Brazil supplies the Portuguese market, annually, with sugar to the amount of from one and a half to two millions of dollars. Both these articles can now be exported from the United States to Portugal on the same terms as from Brazil.

The following tables will show the annual movements of trade between the United States and Portugal, down to 1854:

1848.—Exports from United States to Portugal		$558,705	
Duties on the same in Portugal		82,215	
Imports to United States from Portugal		414,550	
Export duties on same in Portugal		4,635	
1853.—Exports from United States to Portugal:	Domestic produce		$223,651
	Foreign "		26,552
			250,203
Imports into United States from Portugal			411,155
Balance against the United States			160,952
1854.—Exports from United States to Portugal:	Domestic produce		127,150
	Foreign "		23,715
Total			150,865
Imports into United States from Portugal			243,592
Balance against the United States			92,727

1855.—Exports from United States to Portugal:	Domestic produce	$270,716
	Foreign "	24,867
Total		295,583
Imports into United States from Portugal		186,067
Balance of trade in favor of United States		109,516

The tonnage employed in the above trade was:

1853.—American	8,790	tons.
Foreign	14,669	"
Total	23,459	"
1854.—American	4,020	tons.
Foreign	10,106	"
Total	14,126	"
1855.—American	12,082	tons.
Foreign	16,373	"
Total	28,455	"

The exports from the United States to Portugal consist of whale oil, whalebone, sperm candles, staves and headings, beef, pork, rice, tobacco, linseed oil, soap, nails, manufactures of iron, and sundries.

The imports, as taken from the United States Treasury returns, are wool, wines, vinegar, dried fruit, salt, corks and cork-tree bark, marble, sheet and bar lead, copper, and sundries.

Port dues, &c.

	Reas.	*Cents.*	
Sailing in ballast, or not fully laden	250	= 28	per ton.
" laden with salt, olive oil, or wine, produce of Portugal	50	= 5⅗	do.
" laden with other produce of Portugal	150	= 16⅘	do.
In all cases when re-exporting foreign goods	250	= 28	do.
Entering in ballast, and sailing in ballast, (except in cases of distress)	250	= 28	do.
With full cargo of grain, produce of Portugal	250	= 28	do.
With wine, salt, or olive oil	250	= 28	do.
With other Portuguese produce	100	= 11⅕	do.
Contribution to remove the bar in the port of Oporto	100	= 11⅕	do.

An additional tax of 15 per cent. on the amount of tonnage and bar-dues is also exacted in Oporto. Under treaty, American vessels are equalized with national vessels as to these duties.

Contributions for the exchange building, 5 reas = ½ cent, nearly.

Steamers pay two-fifths less tonnage dues than sailing vessels. The contribution for the bar is the same for both.

Every captain of a merchant-vessel is bound to have two manifests of the same tenor, signed by himself, and certified by the Portuguese consul or vice-consul at the port of departure. Goods omitted in his manifest, or of a different description, have to pay a sum equal to the value of the goods. Goods admissible being omitted, a fine equal to double the amount of the duties, and custom-house charges and imposts.

PORTUGUESE POSSESSIONS.

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AZORES.

The Azores, or Western Islands, consist of three groups of islands, nine in number, lying in the Atlantic, at a distance of 800 miles west from Portugal.

These islands produce all kinds of grain and vegetables, the sugar-cane, coffee, tobacco, and the valuable lichen orchella, in the utmost perfection. Although agriculture is yet unimproved by any of the aids which science has contributed to this branch of industrial pursuits in other countries, such is the extraordinary fertility of the soil, that it not only yields sufficient corn and other productions for the wants of the population, but affords also considerable quantities for exportation to Portugal.

The staple exports of these islands are oranges, wine, brandy, orchella, salt meat, &c. The imports consist principally of manufactured goods, pitch and tar, cordage, tea, coffee, sugar, rum, salt, timber, staves, and sundries.

The seat of government is at Angra, in Terceira. Ponta Delgada, in St. Michael's, is, however, the chief commercial city. The exports of corn from the Azores from 1835 to 1841, principally to Portugal, are given in the following table:

Years.	Quantities.			Values.
	Moios.	*Quarters.*	*Bushels.*	*Dollars.*
1835----	11,675	= 35,025	= 280,200	299,230
1836----	11,080	= 33,240	= 265,920	272,865
1837----	5,565	= 16,695	= 133,560	139,710
1838----	9,580	= 28,740	= 229,920	246,785
1839----	4,890	= 14,670	= 117,360	112,625
1840----	12,153	= 36,459	= 291,672	311,025
1841----	9,000	= 27,000	= 216,000	235,000

The oranges exported in 1801 amounted in value to $50,000; in 1820, to $125,000; and in 1840, to $450,000. For five years, ending with 1840, the average annual value of exports to Portugal was $215,645; to foreign countries, $260,815. Average annual value of imports during the same period, from Portugal, $266,600; from foreign countries, $397,110.

The movements of trade between the United States and the Azores for 1853, 1854, and 1855, may be gathered from the following summary from the official returns for those years:

Value of imports from the Azores into the United States in 1853		$10,892
Value of exports from the United States to the Azores in the same year—		
Domestic produce	$21,307	
Foreign produce	4,440	
		25,747
Balance in favor of the United States		14,855
Value of imports from the Azores into the United States in 1854		$21,584
Value of exports from the United States to the Azores in the same year—		
Domestic produce	$10,030	
Foreign produce	440	
		10,470
Balance against the United States		11,114
Value of imports from the Azores into the United States in 1855		$199,111
Value of exports from the United States to the Azores in the same year—		
Domestic produce	$13,972	
Foreign produce	593	
		14,565
Balance against the United States in 1855		184,546

The harbor of Fayal is the best in the Azores, and greater facilities are offered to ships in distress, by affording refuge or supplies. American whalers frequently visit Fayal, and deposit large quantities of oil, to be transhipped to other ports, amounting annually to a value of upwards of $300,000, most of which is forwarded to the markets of the United States.

The direct imports from the United States to the Azores consist chiefly of timber, staves, heads for hogsheads, &c. The duties on lumber and staves are moderate. On cut nails they exceed 100 per cent., and on window-glass they rise over 300 per cent. American cotton manufactures are in good demand, and during the past few years have competed advantageously with those of Great Britain.

The commercial regulations differ but little from those of the mother country. Foreign vessels, bringing the productions of the country to which they belong, and coming from the ports of the same, are admitted on the same footing as Portuguese vessels. When laden with the produce of other countries, they are subject to a differential duty of 15 per cent. There are no tonnage duties, light, or hospital dues, levied on shipping at the Azores. The entire charges to which a vessel is subject amount to $19 80, which is raised to $23 40 if the vessel has crossed the equator.

The navigation of these islands employs about 3,000 tons in foreign and coasting trade. The latter is carried on with Lisbon, Madeira, and the different ports of the islands, and is restricted to national vessels. In 1852, seventy-seven vessels, with a tonnage of 8,780 tons, entered these islands; of which number eight were American, with an aggregate tonnage of 1,800 tons.

The chief inconvenience to which foreign commerce is subjected in these islands arises from the inconsistent and arbitrary sanitary regulations, which emanate from the home government at Lisbon, and which preclude all discretionary power on the part of the local authorities. For instance, should the Portuguese consul at New Orleans notify his government that the yellow fever prevails in that city, (say in the month of September,) orders are immediately forwarded by the board of health at Lisbon to the authorities of the islands to consider that city as infected. These orders, by the ordinary mode of conveyance, will not reach the islands until the following January; and notwithstanding it may be notorious that the fever ceased in October or Novem-

ber, a vessel that should arrive at Fayal, having left New Orleans in January, or later, would not be admitted, even should she be provided with a clean bill of health, certified with all formality, by the very same consul who had reported to his government the existence of the sickness! This regulation frequently exposes American captains to great inconvenience and considerable loss.

MADEIRA.

This island embraces a superficies of about 304 square miles. Nearly all the trees, and other products of the temperate zones, grow on the island; but culture is limited almost exclusively to the growing of vines. The cereal crops are scarcely equal to one-third the consumption; hence, and owing also to the general poverty of the inhabitants, a decree was passed in 1843 reducing the duties on the leading foreign imports to one-half the duties levied in Portugal. This decree is in force at this time, and, consequently, but half the duties fixed in the tariff of Portugal are now levied on foreign imports into Madeira.

In 1843 the imports from the United States amounted to $59,900, and the exports from Madeira to the United States to $2,750, employing 38 vessels, with an aggregate tonnage of 8,533 tons. The commerce of this island with foreign nations, and especially with the United States, is declining, and must continue to decline so long as the vines remain diseased, as wine is the only article of export from Madeira.

The following tables will show the value of the commerce between the United States and Madeira in 1853, 1854, and 1855:

1853.—Imports from Madeira to the United States	$77,598
Exports from the United States to Madeira	117,098
Excess of exports over imports, in favor of the United States	39,500
1854.—Imports from Madeira	$30,007
Exports to Madeira	47,708
Excess of exports over imports, in favor of the United States	17,701
Total trade in 1853	$194,696
Total trade in 1854	77,715
Falling off in 1854	116,981
1855.—Imports from Madeira to the United States	$25,933
Exports from the United States to Madeira	53,763
Excess of exports over imports, in favor of the United States	27,830
Total trade in 1854	$77,715
Total trade in 1855	79,696
Increase in 1855 over 1854	1,981

Tonnage employed in the above trade in 1853	6,366 tons.
" " " in 1854	3,913 "
Showing a decrease of	2,453 "
Tonnage employed in 1855	2,739 tons.
" " in 1854	3,913 "
Showing a decrease of	1,174 "

An export duty of $5 53 per pipe is levied on wine. The duties on the principal imports from the United States are as follows:

Flour, per barrel	$1 00
Corn, per bushel	6¾
Rice, per pound	1
Staves, (pipe) per 1,000	1 60
" (hhd.) do.	1 30
" (barrel) do.	75
Lumber, per 1,000 feet	1 90

Port charges in Madeira amount to about $18 on a vessel of any tonnage, for health officer, government visits, and custom-house fees.

CAPE VERDE ISLANDS.

This group consists of eight islands and several islets. The staple productions are maize, bananas, oranges, melons, pomegranates, and rice. The sugar-cane and the vine are cultivated, but the manufacture of wine is prohibited. The climate of these islands is much varied by extreme heats and droughts; no rain falling, during some periods, for three or four years. Hence, the population are frequently subject to distress and suffering. These visitations have, on several occasions, during the past few years, strongly appealed to the sympathies of the civilized nations of the world in behalf of the 87,000 inhabitants of these islands.

In 1842 the imports from the United States amounted to $57,500, employing 16 vessels with an aggregate tonnage of 1,610 tons.

Of late years the trade between the United States and these islands has considerably declined, and is now too unimportant to demand a more extended notice.

1853.—Imports from the United States	$24,879
Exports to the United States	41,053
Total trade in 1853	65,932
1854.—Imports from United States	$32,245
Exports to United States	8,985
Total trade in 1854	41,230
1855.—Imports from United States	$59,616
Exports to United States	24,300
Total trade in 1855	83,916

MACAO.

THIS is a Portuguese colony, founded in 1586, distant about 70 miles from Canton. It was given to the Portuguese by the Chinese Emperor, in return for assistance against pirates.

Macao is a free port, and there are no port or other charges. The government is supported by revenue derived from the mother country, by a direct tax upon real estate, and by the profits accruing from various monopolies.

The following summary exhibits the direct trade between the United States and Macao during the years 1854 and 1855—the latter year up to March 6th:

Arrived, 3 barques and 1 ship, measuring 1,828 tons, laden with rice, sundries, salt provisions, and miscellaneous goods. The return cargoes were chiefly Coolies.

Comparative statement of the commerce of the United States with Portugal and its dependencies, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845...	$237,092	$10,088	$247,180	$501,734	13,409	12,324	1,804	1,651
1846...	192,581	12,395	204,976	547,474	7,907	9,506	2,635	3,050
1847...	242,474	21,097	263,571	416,150	7,189	8,791	2,781	3,169
1848...	328,485	17,240	345,725	235,877	6,093	14,765	2,038	8,900
1849...	364,450	12,686	377,136	414,884	9,991	12,579	3,953	11,469
1850...	371,316	16,082	387,398	470,820	5,304	9,902	7,071	9,682
1851...	339,647	15,654	355,301	504,698	4,004	8,886	5,990	7,943
1852...	394,187	22,646	416,833	404,342	6,343	13,548	6,187	8,767
1853...	369,757	48,170	417,927	540,698	7,848	13,141	7,495	9,044
1854...	214,925	26,363	241,278	304,168	5,946	8,638	5,672	5,843
1855...	389,686	33,841	423,527	435,411	13,046	14,359	9,427	11,437

BELGIUM.

ВЕГСІОЖ

BELGIUM.

THIS kingdom embraces an area of 11,313 square miles, and contains a population of 4,359,090. Politically, it is divided into nine provinces, viz:

Provinces.	Area in sq. miles.	Population.	Chief cities.
Antwerp	1,094	413,824	Antwerp
West Flanders	1,243	711,332	Bruges
East Flanders	1,154	626,847	Ghent
Hainault	1,430	781,143	Mons
Liége	1,111	723,539	Liége
Brabant (South)	1,260	460,663	Brussels
Limburg	929	185,621	Hasselt
Luxemburg	1,695	187,978	Arlon
Namur	1,397	268,143	Namur
Total	11,313	4,359,090	

From the fifteenth century to the year 1795, Belgium successively formed part of the dominions of Austria and Spain. During the latter year it was conquered by the French. From 1815 to 1830 it remained annexed to Holland; and towards the close of the latter year it acquired its independence, after a revolution which lasted but a few days. The important position which Belgium has occupied in the political, commercial, and agricultural history of Europe, its former celebrity in manufactures and the fine arts, and its present rapid progress in the varied pursuits of industrial and social improvement, give it more importance than its limited territory and comparatively small population would otherwise seem to bestow.

At a very early period the provinces of Flanders and Brabant were distinguished throughout Europe for the industry, skill, and opulence of their inhabitants. The oppression of the Spanish viceroys, the licentiousness of their soldiery, and, finally, the religious persecutions which desolated the country, and reduced its inhabitants to the condition of exiles in foreign lands, completed the downfall of industrial enterprise. Anterior to 1585, Antwerp, the present commercial emporium of Belgium, had no rival in wealth nor in the extent of its commercial operations, among all the cities of northern Europe. In that year this city was sacked by the Spanish soldiery, who massacred nearly 3,000 of its inhabitants, drowning 1,500 in the Scheldt, slaughtering or burning as many more, and drove the trade and fishery of that city, and the manufactures of Brabant and Flanders, into England, Holland, and wherever else they could find encouragement or shelter. The woolen manufacturers settled at Leyden; the linen spinners and weavers at Harlem and Amsterdam; and more than one-third of those whose skill

stood unrivalled in the manufacture of serges, stockings, flannels, taffetas, silks, and damasks, fled to England. At the period of this barbarous destruction of Antwerp, it contained 13,500 large dwelling-houses, 220 streets, 42 splendid churches, 22 market-places, with 8 large canals for ships, leading into the city, for the sake of convenience in loading or unloading before the warehouses of the merchants.

From that day the prosperity of Antwerp declined, its merchants becoming fugitives from their country, and its artisans enriching other nations with the fruits of their industry and skill. The woolen, linen, lace, tapestry, silk, and cutlery manufactures of the Low Countries had attained their greatest perfection, and acquired such an ascendency as to command markets throughout the whole of northern Europe. England, France, Spain, and Germany supplied the raw materials; and these, when wrought up into the most exquisite fabrics, were again returned to those countries, and secured prices amply remunerating the industry and skill of the ingenious manufacturers.

While Belgium was subjected to the French dominion, her foreign trade experienced the evil effects produced by the introduction of the "continental system." Her internal trade, however, maintained its wonted prosperity, and her commercial movements with Holland and France, overland, were kept up with as much activity as could be expected amid the irregularities and tumults of war. The incorporation of Belgium with the French republic brought with it, however, many substantial and enduring advantages. It released it from the fetters imposed upon its foreign commerce by the closing of the navigation of the Scheldt; feudal privileges were suppressed; territorial contributions, oppressive tithes, (which every branch of industry was compelled to pay, for the support of churches and abbeys,) game laws, and other ancient institutions, equally unfavorable to the development of national industry and social progress, were abolished. Lyceums and schools were established throughout the new departments; an economical system of tax collection was introduced; legislation became uniform; codes of laws were adopted; judicial proceedings were made public; and the trial by jury, for the first time, was recognized.

Antwerp, in an especial manner, was benefited by this change in the political condition of Holland. Its harbor was improved; capacious docks, basins, and quays were constructed; warehouses erected, and its general trade regained much of its former prosperity.

During the fifteen years of the union between Holland and Belgium, the latter country constantly complained that its terms were unequal, that they were forced into a measure which they never desired nor sought, and that it was merely a matter of convenience on the part of those(*a*) by whom it was negotiated. Physically, the arrangement would seem to have been peculiarly adapted to improve and benefit both countries. Holland possessed colonies, seaports, and all the requisite facilities for conducting a most extensive foreign commerce. Belgium was unrivalled in her manufactures, possessed a well-cultivated soil, valuable coal-mines, and a flourishing interior trade; but there was no congeniality between the people thus brought under one government. They differed in character, religion, and language. A political union between two countries thus differing in the most essential attributes of national character could be neither harmonious nor permanent. History records no example of such a union being attended with happy results. Jealousies, animosities, and insurrections must prevail, until either the weaker party becomes entirely assimilated to the stronger, at least in religion and language, or sinks into a condition of absolute slavery.

It is not at all surprising, therefore, that the Belgians availed themselves of the first occasion that offered to separate themselves from Holland. The French revolution, which had then transpired, furnished this occasion; and their predisposition to insurrectionary movements quickly developed itself, first in a declaration, and soon after in the firm establishment of their independence. By the treaty of London, November 17, 1831, between the five great powers—

(*a*) At the Congress of Vienna, in 1815, Belgium was annexed to Holland.

England, France, Russia, Austria, and Prussia—the limits of the two kingdoms of Holland and Belgium are defined, and the integrity, independence, and neutrality of the latter are fully guarantied.

This treaty stipulates for the free navigation (subject only to moderate pilotage dues) of the Scheldt; and it also subjects to the provisions of articles CXIII to CXVII of the general act of the Congress of Vienna, relative to the free navigation of navigable rivers, those rivers which separate the Belgian and the Dutch territories, or which traverse them both.

Among the most important manufactures of Belgium are woolen cloths and cassimeres. In the manufacture of fine cloths, the Belgians are in advance of the French; and the dyes of Verviers are considered fully equal to those of England or Moravia. The chief seats of the woolen manufactures are Verviers, Liége, Dolheim, Limburg, Hodimont, Stavelot, Thuin, Ypres, and Poperinghe. These manufactures consist of fine cloths, cassimeres, flannels, serges, tickings, coverlets, camlets, mousselins de laine, merinos, carpets; the last-named being produced of the most costly and splendid, as well as of the plainest and cheapest qualities. The seats of these manufactures are at Tournay, Brussels, Antwerp, Bruges, Ghent, and Courtray.

Belgium produces excellent flax, and in large quantities. The annual value of this article produced in Flanders is estimated at above $8,000,000. The mode of dressing and preparing flax for the loom is deemed superior to that of any other country. In its culture, the order of crops, the preparation of the soil, the system of manuring, and the process of steaming, the inhabitants of Flanders are unrivalled in the world; and hence the linens of Belgium have long been celebrated for their excellence and beauty. Their chief superiority consists in the fineness of their quality and the evenness of their tissue. (*a*) The most esteemed are those of Ghent, St. Nicholas, Termonde, Alost, and Lockeren. The damask table linens of Courtray are universally acknowledged to be superior to those of every other similar manufactory in Europe. They are also made of great beauty at Brussels, Bruges, and Neuve-Eglise. At Saintes there is a flourishing cambric factory.

The quantity of linen annually manufactured is stated to be about 750,000 pieces, worth about $20,000,000. Cotton manufactures represent a fixed capital, in buildings and machinery, of $12,000,000, and employ upwards of 122,000 persons. The cotton factories are principally at Ghent, St. Nicholas, Liége, Antwerp, Turnhout, Malines, and Lierre. The quantity produced is stated at about 1,500,000 pieces of calico, and 400,000 pieces of shirting, or long cloths; the whole valued at $17,000,000.

The raw material is derived principally from the United States. The "*Tableau Général*," of Belgium, for 1854, gives the importation of cotton into that kingdom as follows:

From the United States	15,329,265 lbs.
" England	14,208,766 "
" Holland	2,733,259 "
" France	368,516 "
" Hanse Towns	79,668 "
" Hayti	73,055 "
" Brazil	19,991 "
" Other countries	20,594 "
Total	32,833,114 "

Of this quantity, 25,783,292 lbs. were consumed; and 7,049,822 lbs. were exported.

(*a*) Some thread made at Hainault and Brabant has been spun by hand of so exquisite a texture as to be sold at the rate of $2,000 the single pound!

The quantity imported by land and rivers was 3,104,851 lbs.; and by sea, 29,728,264 lbs. Of the quantity exported, 6,959,965 lbs. was by land and rivers; and 134,118 lbs. by sea:

Prussia receiving	5,628,186 lbs.
France "	842,881 "
Holland "	488,898 "
And all other countries by sea	134,118 "
Total	7,094,083 (*a*)

The cotton thus exported was imported from—

The United States	5,529,537 lbs.
England	1,488,582 "
Holland	70,965 "
France	4,999 "
Total	7,094,083 "

The annual average amount of duties derived by Belgium on cotton, for the five years ending with 1854, was upwards of 200,000 francs=$40,000; and in the latter year it reached the thirteenth of imported articles in importance, in this regard. The duty, by the law of January 31, 1852, was 1 franc 70 centimes per 100 kilogrammes. By that of April 12, 1854, cotton became free.

In 1854 Belgium exported manufactures of cotton as follows:

Value of total exports of cotton manufactures	$4,701,572
Value of total exports of Belgian manufactures	2,632,586
Value of total foreign manufactures re-exported	2,068,986

Antwerp is the principal seat of silk manufactures. These consist of fabrics of velvets, and plain and figured silks. There are also silk factories at Lierre, Uceles, Courtray, and Beaumont.

The lace of Brussels, Malines (Mechlin), Antwerp, Ghent, Bruges, Ypres, Mons, and Alost, maintains a high reputation in the markets of the world. Tulles and embroidery have at all times given employment to great numbers of females at Brussels, Termonde, Malines, Bouillon, and Luxemburg. About 50,000 persons are constantly employed in the manufacture of hosiery, principally at Tournay. Besides these, hats, leather, paper, oil-cloth, hair, and caoutchouc articles are extensively manufactured in Belgium. There are 69 smelting furnaces, and 175 iron forges in active operation; the principal being at Liége, where the royal cannon foundry is one of the best establishments of the kind in Europe. The cutlery manufacture of Belgium is also in high repute, and is considered superior to that of France and Germany. Paper, glass, porcelain, beet-root sugar, (*b*) salt, chemical goods, bronze wares, scientific and musical instruments, hardwares, and jewelry complete the list of Belgian manufactures.

The physical resources of Belgium are also a permanent and constantly increasing source of wealth to that kingdom. Coal, zinc, iron, lead, copper, manganese, and pyrites are abundant; but of these, coal is the most important. There are 155 such mines worked, extending under

(*a*) This gives an excess of 44,262 lbs. exported from deposit.

(*b*) Of the whole consumption of sugar in Belgium (30,000,000 lbs.), the beet-root sugar produced in the kingdom amounts to upwards of 10,000,000 lbs.

a surface of upwards of 81,000 acres of land. In Namur and Luxemburg fifty-nine mines are worked, under a surface of about 75,000 acres.(*a*)

France is the principal and natural consumer of Belgian coal; but hitherto, prior to the date of the treaty between the two countries, adopted in 1852, the high duties levied on Belgian coal in France completely paralysed that branch of trade, and, as a consequence, seriously affected the general commerce between the two countries. This treaty grants to Belgium a privilege hitherto denied her. It permits Belgian linens to pass in transit through France, under the bonding system, in the same manner as English yarns, upon condition of re-exportation. Guarantees have been granted against all advance upon French import duties on Belgian coals, cast iron, and forged iron. To this clause Belgium attached the most importance. In the province of Liége, the average annual produce of iron is 150,000 tons, and the annual yield of the coal-mines of Belgium is, at least, one-fourth greater than that of France. In 1845 it is estimated that the quantity raised in Belgium reached 4,960,077 tons.

The treaty referred to also guaranties to Belgian lime and building materials admission into France free of duty. The French duties on glass in sheets, plaited straw and common straw hats, are reduced; the abolition of *surcharge* (extra percentage in favor of Belgian machinery, which is regulated by the treaty of 1845) is confirmed; and, in lieu of the prohibition on the various kinds of pottery, an *ad-valorem* duty ranging from 33 francs to 165 francs per cwt. is substituted. On the other hand, France obtains from Belgium, in favor of her wines, silks, and salts, the guarantee of a treatment analogous to that which she grants to Belgian coals and irons. The taxes imposed in 1838 and 1848, by different royal decrees, upon woolens, cashmeres, linen yarns, and ready-made articles, cease to affect products of French manufacture. Most liberal facilities are accorded to French mercantile transit, in favor of which all custom duties are abolished. Finally, by this treaty all discriminating duties on French navigation are abolished, and French shipping is admitted to the advantages conferred on English vessels by the treaty of December 27, 1851.

The treaty with England stipulates entire reciprocity and equality between the vessels of both nations and their cargoes, as respects navigation and import duties; Belgium reserving certain exceptions, similar to those embraced in articles VII and VIII of the treaty with the United States, of March 30, 1846. These exceptions apply to certain colonial produce and salt, and are designed to favor the direct importation of those articles, from the places of growth or production, in Belgian vessels. As respects the latter article, the duty levied on raw salt, imported from the United Kingdom, under the British flag, is reduced by two-thirds, and an exemption from excise duty, in case such salt, so imported, is destined—1st. To manufactories of chemical productions; 2d. To the manuring of lands; 3d. To the feeding of cattle; 4th. To the curing of fish.

On compliance with these conditions, British spring salt is admitted free of import duty if imported under the Belgian flag, and at a duty of 1.40 franc per 100 kilogrammes (equal to nearly 26 cents per 220 pounds) if imported under the British flag.

Whatever advantages may be secured to the navigation and commerce of France and England by these new treaties, are immediately to become common to the navigation and commerce of the United States, under similar or equal conditions to those on which such favors or advantages have been granted, by virtue of article XV of the treaty with the United States, already cited.

The geographical situation of Belgium is not the least among the commercial advantages enjoyed by that kingdom. It communicates with the sea by Ostend, by Antwerp, by Nieuport, by the canal of Bruges to Oostburg, by the canal of Dunkirk to Furnes, by the canal of Ghent to Terneusen, by the canal of Termonde to Hulst, by the Scheldt from Flushing to Antwerp, by the Scheldt and the canal of Willebroek from Brussels to Antwerp, and by the canal of Louvain and the Scheldt from Louvain to Antwerp.

(*a*) The extent of the coal areas of Belgium is 250 miles, and the annual produce 5,000,000 tons.—[*Annual of Scientific Discovery*, 1855.]

The chief ports are Antwerp and Ostend. Vessels of from 200 to 300 tons can come from the sea by Ostend to Bruges; and Nieuport will admit small vessels, which may communicate with the interior by the canals. These, numerous, and some of them constructed on the most costly and improved plan, extend many of the advantages of seaports to the inland towns of Ghent, Brussels, Liége, and most of the manufacturing towns of the kingdom. Indeed, from Louvain, situated in the very centre of the country, vessels sail with their cargoes direct to England.

The port of Antwerp has sufficient depth for the largest vessels, and every convenience for ship-building. The tide rises twelve feet in the harbor. Ostend has a safe and capacious port, but the entrance is intricate. There are always, however, skillful pilots, and the lights are well kept up.

Commerce between the United States and Belgium is regulated by the treaty of March 30, 1846, to which reference has been made. This treaty establishes perfect freedom of commerce and entire reciprocity between the two flags, subject to certain exceptions, which have already been mentioned.

The vessels of the two countries in the ports of either, are equalized with national vessels as respects all navigation dues, import and export duties, and all charges, dues, taxes, and tolls, of whatsoever kind or description. Restitution is required to be made by Belgium of any duty that may be levied on United States vessels by the government of the Netherlands, on the navigation of the Scheldt. Steam-vessels of both countries, engaged in the regular navigation between the United States and Belgium, are exempted from the payment of the duties of tonnage, anchorage, buoys, and light-houses. The vessels of the two countries are equalized when employed in the direct importation, into the ports of each, of merchandise of every description, whether proceeding from the soil, industry, or warehouses of either. The benefit of this direct importation is not forfeited if the merchandise is put on board at an intermediate port under "uncontrollable circumstances duly proved."(*a*) Articles of every description imported into either country, by vessels of the other, pay no other or higher duties than if imported under the flag of the most favored nation, other than that of the country from which the importation is made. All drawbacks, or other favors of like nature, allowed in the states of either of the contracting parties, are made common to the flags of both; each of the two parties reserving to itself the faculty of granting special privileges for the importation of salt and the produce of the national fisheries.

All favors, privileges, or immunities relating to duties of customs or navigation, granted by either contracting party to any other state, are stipulated instantly to become common to the other party, on equal conditions. Articles of all kinds, the transit of which is allowed in Belgium, coming from or going to the United States, are exempted from all duty when the transportation through the Belgian territory is effected on the railroads of the state.

The preceding summary contains all that relates to commerce or navigation in the treaty of 1846. The free transitage by railroad is an important concession in favor of foreign commerce, as vast quantities of colonial and other produce are transported through Belgium to the Rhine, and into Switzerland and Germany. Since the re-establishment of Antwerp as a commercial emporium, this course of trade is becoming more important every year, in consequence of the great advantages which this city possesses over the other cities of the North sea. As a channel to Germany, it is much better and less expensive than the more indirect and circuitous route of Holland, or by the Elbe or the Weser.

The following summary embraces the Port Regulations of Antwerp; a *pro-forma* account of charges on a vessel measuring 200 Belgian tons, (each ton equal to 1,000 kilogrammes, or 2,250 American pounds,) and the Rates of Pilotage:

Antwerp is about 60 English miles from Flushing. Vessels of any size can come up to Antwerp. Masters of vessels coming to Antwerp have principally to observe the following regulations:

(*a*) See "Commercial Changes, &c.," Ex. Doc. No. 2, House of Reps. 34th Cong., 1st sess., p. 135.

Pilotage.—They may take Belgian or Dutch pilots, at option, and the charge is the same. The first on board have generally the preference. The opposition between the Belgian and Dutch pilots affords a great advantage to navigation, as the pilots have thereby become more attentive.

Flushing is at the mouth of the Scheldt; here the sea pilot leaves the vessel, and the river pilot comes on board. No entry or visit whatsoever is necessary.

Quarantine at Doel. (*a*)—Vessels coming from sickly, or so suspected countries, are subject either to quarantine or to pass a visit; but vessels coming from other countries are not liable to this formality.

Entry at Lillo. (*b*)—Here the custom-house officers come on board, and the master has to hand them—

1. A manifest of the cargo, with the exact number of boxes, bales, casks, cases, packages, &c., with the marks, numbers, and contents, as exact as possible.

2. A specification of the provisions, such as salt beef, pork, bread, flour, groats, peas, fish, butter, wine, brandy, gin, beer, coals, firewood, and planks for dunnage, pigs, canvass, new ropes, iron ballast, &c., &c.; also the number of the crew.

The vessel then proceeds to Antwerp, with or without a custom-house officer, as may be prescribed.

The custom-house laws being very severe, every master of a vessel is recommended to be most particular in making his entry; but should a mistake have taken place, or there be goods in dispute, he should inform his broker at Antwerp immediately on his arrival, so as to be enabled to take the needful steps to obtain a rectification, as after the lapse of 14 hours the custom-house admits of no rectification.

On the arrival of a vessel before the town, the pilot-boat goes alongside, to ascertain the draught of water in palms or decimetres; it is therefcre advisable for the master or the mate to be present at the hooking, to convince themselves of the real draught of water, according to which the sea and river pilotage are settled.

If there is any gunpowder on board, the pilot must be informed of it; he gets it landed, and deposited in a powder magazine until the vessel is ready for sea; no vessel being allowed to go into the dock with gunpowder on board, or she is subjected to a heavy fine. The expenses for warehousing and reshipping are from 8 to 15 francs, according to the quantity.

On or before entering the docks, all hatches and communications with the hold, as well as all packages on deck or in the cabin, are sealed up by the custom-house officers.

The master, mates, and crew must be very particular that none of the seals get broken, or they are subject to heavy fines.

Vessels remaining in the river must ride with two anchors, or have a pilot on board, which costs 4 francs 24 centimes per every twenty-four hours.

Every vessel must have a Belgian pilot to bring her into the dock, as well as going out of the same. The harbor-master assigns to each vessel her place in the dock, and no movement can be made without his permission.

Vessels lying in the docks are prohibited to have fire or light on board, except during the winter season, when a permission is usually given by the police, but not longer than from 7 in the morning until 8 in the evening.

A list containing the names of the crew, passengers, and their passports, are given to the water bailiff on arrival. Sailors are paid off and engaged before this officer, as well as put into prison on the master's request in writing.

On Sundays and holidays it is customary to have the colors hoisted.

While lying alongside the quay, the crew must take care that the place before the vessel be swept every day, and the rubbish put up against the poles, it not being allowed to throw any rubbish into the docks.

(*a*) Doel, Belgian quarantine station.

(*b*) Lillo, the first Belgian custom-house, opposite Doel.

Sand ballast is brought alongside in lighters, and costs 2 francs 25 centimes per last of about two tons in the dock, and 2 francs 10 centimes in the river. The lighters are discharged by the ship's crew, or by laborers, paid by the master. A tarpaulin or sail must be put between the vessel and the lighter, to prevent the sand from falling into the dock, or the master is liable to a fine of 40 centimes for every last ordered. Before any ballast be taken from a lighter, it will be well to have the lighter pumped out and examined whether it is well down to the water's edge, and the captain can refuse it if not containing the quantity. Discharging ballast into lighters costs in the dock 1 franc 55 centimes, in the river 1 franc 40 centimes per last.

Brokerage is fixed by law at 75 centimes per ton measured. Commission on outward cargo 3 per cent. on freight in bulk, or by the lump, and 4 per cent. if general. Charter-party and stamps 8 francs.

Tonnage duty.—One franc $90\frac{8}{10}$ centimes per ton, Belgian measurement, with 16 per cent. additional and stamp; which is only paid once a year, from the 1st of January up to the 31st of December, whether the vessel makes one or more voyages to any port in Belgium during that time. All vessels pay at the above rate, except Greek and Mexican vessels, which pay 2 francs 22.22 centimes, with 16 per cent. additional duty and stamp every voyage.

Masters must be particular, in mooring their vessels, to have the chains or hawsers well secured with chafing gear, so as not to injure the quays.

Dock duty, per ton.—For vessels of all nations, under 50 tons, free; 50 to 100 tons, 26 centimes; 101 to 150 tons, 34 centimes; 151 to 200 tons, 43 centimes; 201 to 250 tons, 51 centimes; 251, or above, 77 centimes. Valid for 3 months. Vessels remaining above that time in dock pay $\frac{1}{4\,0}$ more for each month. Vessels visiting the docks several voyages in the year, pay the two first voyages at the above rates; the 3d, one-fourth; the 4th, one-half; the 5th, and following voyages, three-fourths less than the above rates.

Cooking-house charges, per week.—For vessels of all nations, under 36 tons, 1 franc; 36 to 100 tons, 2 francs; 101 to 200 tons, 3 francs; 201 to 300 tons, 4 francs; 301, or above, 5 francs.

A part of a week is reckoned as a whole. Vessels laid up in the dock pay, after the first two months, only one-third of the tax until they fit out again.

Careening dues.—Vessels of all nations, under 100 tons, 16 francs per day; 100 to 149 tons, 14 centimes per ton a day; 150 to 199 tons, 13 centimes; 200 to 249 tons, 12 centimes; 250 to 299 tons, 11 centimes; 300 to 349 tons, 10 centimes; 350 to 399 tons, 9 centimes; 400, and above, 8 centimes per ton a day.

Vessels that want cleaning, or to have the bottom examined, can be keelhauled against the quay, outside the dock, in safety, and at a trifling expense.

Survey inwards.—A vessel under 100 tons, 12 francs; 100 to 199 tons, 20 francs; 200 to 299 tons, 30 francs; 300 to 399 tons, 40 francs; 400, or above, 45 francs.

Pro-forma account of port charges at Antwerp for a vessel measuring 200 *tons.*

Pilotage from sea to Flushing, on 38 palms (*summer rate*)	*Frs.*	102	00
" " Flushing to Antwerp " "		99	47
" " Antwerp to Flushing, on 28 palms (*a*) "		68	00
" " Flushing to sea " "		33	86
To the pilot, for night on board and gratuity		00	00
Hooking the vessel		3	00
Pilots for moving the vessel in and out the dock		4	24
Sea protest, and extending same at tribunal of commerce		25	00
Tribunal of commerce, for appointing surveyors inwards		15	00
Surveyors' fees inwards		30	00
Quay duty		6	35
Bill of measurement and stamp		18	50

(*a*) Equal 12 feet 6 inches.

Tonnage duty, in and out, on 200 tons	443 48
Dock duty on 200 tons	86 00
Custom-house seals, from 10 to 20 francs	15 00
Cooking-house duty, 2 weeks, at 3 frs. per week	6 00
60 lasts of ballast, at 2¼ frs. per last	135 00
Waterschout's, mustering of crew, and certificate	14 00
Clearance passport from the custom-house	20 00
Brokerage on 200 tons, at 75 c. per ton	150 00
To the excise, for town dues on ship's provisions	15 00
Cancelling customs bonds, postage, and petty expenses	15 00
Light dues, at 12¾ centimes per ton	25 50
Bill of health and visa, according to circumstances	
Consul's fee	
Francs	1,330 40
1,330 francs 40 centimes, equal to	$259 44

Palms or decimetres.	In English feet.	RATES OF PILOTAGE. SUMMER WAGES. From 1st April to 1st Oct. From sea to Flushing.	From Flushing to sea.	From Flushing to Antwerp, or vice versa.	WINTER WAGES. From Oct. 1st to April 1st. From sea to Flushing.	From Flushing to sea.	From Flushing to Antwerp, or vice versa.
		Francs.	*Francs.*	*Frs.*	*Francs.*	*Francs.*	*Francs.*
15	4.9	19.05	13.76	30	25.40	16.93	36
16	5.2	20.11	14.81	32	26.45	17.99	38
17	5.6	21.16	15.87	34	27.51	19.05	39
18	5.9	25.28	16.93	36	29.63	20.11	40
19	6.2	25.40	17.99	38	31.75	21.16	44
20	6.6	27.51	19.05	40	34.92	22.22	47
21	6.9	29.63	20.11	44	38.10	23.28	51
22	7.2	31.75	21.16	47	41.27	25.40	55
23	7.5	33.86	23.28	51	44.44	27.51	57
24	7.9	35.98	25.40	55	47.62	29.63	61
25	8.2	39.15	27.51	57	50.79	31.75	64
26	8.5	42.33	29.63	61	55.03	33.86	68
27	8.9	45.50	31.75	64	59.26	35 98	72
28	9.2	48.68	33.86	68	63.49	38.10	75
29	9.5	52.91	35.98	72	69.84	40.21	78
30	9.8	57.14	38.10	75	76.19	42.33	80
31	10.2	62.43	40.21	78	82.54	44.44	85
32	10.5	67.72	42.33	80	88.89	46.56	89
33	10.8	73.02	44.44	85	95.24	48.68	91
34	11.2	78.31	46.56	89	101.59	51.85	95
35	11.6	83.60	48.68	91	107.94	55.03	98
36	11.9	88.89	51.85	95	114.28	58.20	102
37	12.2	94.18	55.03	98	120.63	61.38	106

Palms or decimeters.	In English feet.	RATES OF PILOTAGE. SUMMER WAGES. From 1st April to 1st Oct. From sea to Flushing.	From Flushing to sea.	From Flushing to Antwerp, or vice versa.	WINTER WAGES. From Oct. 1st to April 1st. From sea to Flushing.	From Flushing to sea.	From Flushing to Antwerp, or vice versa.
		Francs.	*Francs.*	*Frs.*	*Francs.*	*Francs.*	*Frs.*
38	12.6	99.47	58.20	102	129.10	64.55	110
39	12.9	105.82	61.38	106	137.57	67.72	114
40	13.1	114.29	64.55	110	150.26	71.96	123
41	13.4	124.87	67.72	114	162.96	76.19	129
42	13.8	135.45	70.90	123	175.66	80.42	135
43	14.1	146.03	74.07	129	190.48	84.66	142
44	14.4	156.61	77.25	135	205.29	91.01	148
45	14.8	169.31	84.66	142	220.11	97.35	157
46	15.1	182.01	95.24	148	239.15	105.82	163
47	15.4	194.71	105.82	157	238.20	118.52	169
48	15.7	207.41	118.52	163	279.37	135.45	178
49	16.1	228.57	135.45	169	300.53	152.38	186
50	16.4	249.74	152.38	178	325.93	169.31	195
51	16.7	270.90	169.31	186	351.32	190.48	203
52	17.1	292.06	190.48	195	376.72	211.64	212
53	17.4	313.23	211.64	203	402.12	232.80	220
54	17.7	334.39	252.80	212	431.75	253.97	229
55	18.1	355.56	253.97	220	463.49	279.37	237
56	18.4	380.95	279.37	229	495.24	304.76	246
57	18.7	412.70	304.76	237	535.45	330.16	254
58	19.0	444.44	330.16	246	577.78	355.56	262
59	19.4	486.77	335.56	254	632.80	380.95	271
60	19.7	529.10	380.95	262	687.83	406.35	279

There is no difference in the pilotage with regard to nations; they are all assimilated to the Belgian, and pay the same pilotage.

For transit duties and restrictions on American staples destined for Belgium, attention is directed to a statement thereof, annexed to Belgian tariff. [Part II.]

The principal exports from the United States to Belgium are rice, tobacco, cotton, pot and pearl ashes, sugar, coffee, oil, hides, &c. The chief imports into the United States from Belgium are linens of every description, woolens, cambrics, lawns, laces, carpets, &c.

Comparative statement of the commerce of the United States with Belgium, exhibiting the value of exports to and imports from each country, and the tonnage of American and Belgian vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	$1,495,754	$355,319	$1,851,073	$709,562	11,740	20,289	2,656	4,542
1846	1,632,607	749,207	2,381,814	836,372	12,714	23,375	5,823	6,527
1847	2,874,367	348,190	3,222,557	948,325	28,307	26,617	20,173	18,752
1848	1,989,764	200,171	2,189,935	1,325,061	20,256	19,870	11,431	6,267
1849	2,443,064	288,243	2,731,307	1,844,293	21,158	27,862	9,947	6,196
1850	2,168,357	375,403	2,543,760	2,404,954	23,033	21,428	5,756	4,068
1851	2,709,393	142,619	2,852,012	2,377,630	16,578	17,654	7,524	3,829
1852	3,202,767	1,001,003	4,203,770	2,054,043	15,982	34,705	15,538	5,940
1853	2,301,038	907,495	3,208,533	2,732,168	28,845	25,124	10,931	4,192
1854	3,848,890	1,158,004	5,006,894	3,462,241	36,480	42,532	13,217	11,171
1855	2,376,354	1,550,886	3,927,240	3,398,690	36,998	37,790	7,048	4,963

Table exhibiting the leading staples of the United States, and their respective values, exported to Belgium in 1854 *and* 1855.

Description of merchandise.	HOME VALUE.	
	1854.	1855.
Whale oil	$2,151	$6,483
Whale-bone	8,989	7,253
Wood and lumber, including staves and heading, spars, masts, and dye woods	14,686	25,253
Naval stores	70,429	220,563
Pot and pearl ashes	121,647	138,203
Beef	7,301	8,569
Hams, bacon, and lard	46,352	81,088
Wheat	916,288	----------
Flour	129,664	24,094
Rye and other grains	283,186	21,450
Rice	181,462	24,106
Cotton	1,342,962	1,042,434
Tobacco	542,349	381,723
Do. manufactured	11,360	1,369
Wax	5,003	6,091
Spirits of turpentine	82,332	142,561

Table exhibiting the foreign navigation of Belgium in 1852 *compared with that of* 1853 *and* 1854.

Nationality.	ENTERED.			CLEARED.		
	Vessels.	Tonnage.	Tons of cargoes.	Vessels.	Tonnage.	Tons of cargoes.
Russia	28	7,256	7,103	36	8,417	2,137
Sweden	152	27,572	25,718	149	27,608	4,511
Denmark	82	7,305	7,282	83	7,242	2,831
Prussia	91	21,581	21,556	90	21,533	6,042
Mecklenburg	80	16,741	16,693	81	17,111	3,239
Hanse Towns	37	5,739	5,587	35	5,444	1,844
Hanover and Oldenburg	96	8,759	8,385	107	9,631	4,482
Netherlands	140	14,372	14,020	142	14,131	9,661
Great Britain	804	131,106	89,052	814	132,066	58,470
France	225	19,055	15,970	235	20,005	12,821
Portugal	3	350	350	3	350	123
Spain	27	4,345	3,607	28	4,687	2,852
Sardinia	15	2,959	2,938	16	3,093	2,144
Austria	44	13,209	13,183	38	11,402	4,593
Tuscany	1	269	269	3	907	269
Rome	4	682	682	4	682	682
Sicily	19	3,402	3,382	18	3,166	1,226
Greece	3	850	850	3	734	432
America	72	48,976	48,679	69	47,423	16,549
Belgium	452	78,087	67,011	462	81,077	40,764
Total	2,375	412,615	352,317	2,416	416,709	175,672
Total in 1853	2,345	399,664	337,789	2,296	395,569	168,713
Decrease in 1853	30	12,951	14,528	120	21,140	6,959
Total in 1854	2,393	435,415	361,770	2,446	432,371	203,739
Increase in 1854 over 1853	48	35,751	23,981	150	36,802	35,026

Table exhibiting the annual average value of the commerce of Belgium during three periods, of five years each.

YEARS.	IMPORTS.		EXPORTS.		TOTAL.	
	General commerce.	Special commerce.	General commerce.	Special commerce.	General commerce.	Special commerce.
	Francs.	*Francs.*	*Francs.*	*Francs.*	*Francs.*	*Francs.*
1836 to 1840	226,800,000	194,700,000	174,600,000	141,800,000	401,400,000	336,500,000
1841 to 1845	302,900,000	215,700,000	245,700,000	162,400,000	548,600,000	378,100,000
1846 to 1850	391,700,000	229,000,000	373,800,000	212,000,000	765,500,000	441,000,000
1851	445,100,000	241,100,000	458,700,000	253,800,000	903,800,000	494,900,000

NOTE.—"General commerce" means general importation and exportation. "Special commerce" means importation for consumption and the exportation of domestic products.

The year 1849 was one of great commercial prosperity in Belgium; in 1850 there was a slight falling off in the general returns, as compared with those of the preceding year; and, in 1851, the movements exhibit a diminution of 1 per cent. As in 1850, however, the exports exceeded the imports nearly thirteen millions of francs, or $2,418,000.

The total value of Belgian commerce in 1851 (imports and exports united) was 903,800,000 francs, or $168,106,800. This is a diminution, when compared with 1850, of 8,700,000 francs, or $1,618,200; but if compared with the average yearly amount for the five years preceding (1846–1850), it will be found that there is an augmentation of 138,300,000 francs, or $25,723,800, or 18 per cent.

The statement exhibits an augmentation in the foreign trade of Belgium, particularly in the general commerce, which, owing to the progressive movement of transitage, has more than doubled during the first period (1836 to 1840).

According to the new system of valuation (*valeurs réelles*), the general movement in 1851 was but 819,700,000 francs, or $152,464,200. From thus estimating by the actual value, there results a diminution of $15,642,600, or 9 per cent. This diminution applies chiefly to the exports. The new system reduces the amount from 459 millions of francs to 401 millions—a difference of 58 millions, or 13 per cent. The difference between the actual and the permanent value of imports is only 6 per cent. on the whole.(*a*)

Table exhibiting the value in francs (*a*) *of imports and exports to and from the United States and Belgium during a period of six years, ending with* 1852; *compiled from Belgian authorities.*

EXPORTS FROM THE UNITED STATES TO BELGIUM.

	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.
Raw material.....	19,064,000	21,010,000	24,990,000	17,666,000	16,811,000	29,050,000	27,954,000	26,273,000
General merchandise.....	4,504,000	2,923,000	3,629,000	2,589,000	1,100,000	5,167,000	6,838,000	20,443,000
Manufactured goods	44,000	27,000	279,000	350,000	54,000	223,000	1,218,000	4,657,000
Total	23,612,000	23,960,000	28,898,000	20,605,000	17,965,000	34,440,000	36,010,000	51,373,000

IMPORTS INTO THE UNITED STATES FROM BELGIUM.

Raw material.....	1,732,000	746,000	1,656,000	2,625,000	2,710,000	3,590,000	2,674,000	3,516,000
General merchandise... ...	170,000	39,000	288,000	2,274,000	1,785,000	226,000	4,858,000	6,970,000
Manufactured goods.....	6,919,000	6,644,000	7,535,000	10,363,000	13,121,000	11,261,000	27,586,000	35,980,000
Total	8,821,000	7,429,000	9,479,000	15,262,000	17,616,000	15,077,000	35,118,000	46,466,000

(*a*) Each equal to 18.6 cents.

In the foreign trade of Antwerp for 1852, the United States holds the eighth rank as respects the number of vessels, but in respect of tonnage they occupy the first place. The average aggregate tonnage of 906 Belgian, British, French, Dutch, Norwegian, and Prussian vessels, entered Antwerp in 1852, was 150¼ tons each; while the average aggregate tonnage of 70 United States vessels was 679$\frac{53}{70}$ tons each.

The number of vessels entered at Ostend in 1852 was 368, measuring 37,338 tons, of which nearly one-half were Belgian. No United States vessels entered this port in 1852.

Exchange between the United States and Belgium rules at 5 francs 20 centimes to the dollar; the true par of exchange is 5 francs 33 centimes to the dollar.

The effective merchant marine of Belgium in 1853 was:

Steam vessels 4, aggregate tonnage 809 tons. These belong to the port of Antwerp. The port of Ghent has also 1 steamer measuring 98 tons.

Sailing vessels engaged in the foreign trade 154, measuring an aggregate of 33,718 tons.

(*a*) The old permanent, fixed, or official values in Belgium are those of 1833, and are retained in the "Tableau Général" of that kingdom merely for the purpose of facilitating comparisons with preceding years; while the new or real values are designed to represent, with as much exactness as can be attained, the actual current value of imports and exports.

NAVIGATION.

Number of vessels entered Belgian ports in 1854.....- 2,393; aggregate tonnage 435,415 tons.
Number of vessels cleared from Belgian ports..... 2,446 " 432,371 "

Total entered and cleared..... 4,839; total tonnage ..... 867,786 "

Aggregate tonnage of freights..... 565,509 tons.
Aggregate tonnage in ballast..... 302,277 "

Increase in 1854 over 1853.—In number of vessels..... 4 per cent.
" " In aggregate tonnage ..... 9 "
" " In freights..... 12 "

Number of vessels entered and cleared from and for the United States:

1853.—Vessels entered, 60; aggregate tonnage, 29,911: Vessels cleared 85; tonnage, 43,374.
1854.— " 88; " 51,818: " 108; " 60,855.

Total entered and cleared from and for the United States:

1854.—Vessels, 196; aggregate tonnage..... 112,673 tons.
1853.— " 145; " ..... 73,285 "

Increase in 1854 over 1853.—Vessels, 51; aggregate tonnage..... 39,388 "

Total number of national vessels entered Belgian ports in 1853 *and* 1854.

	1853.	1854.	Increase in 1854.
Number	433	472	9 per cent.
Tonnage	73,934	87,236	18 "
Tonnage of freight	59,445	72,896	25 "

Total number of foreign vessels entered Belgian ports in 1853 *and* 1854.

	1853.	1854.	Increase in 1854.
Number	1,912	1,921	
Tonnage	325,730	348,179	7 per cent.
Tonnage of freight	278,344	288,874	4 "

Total number of national vessels cleared from Belgian ports in 1853 *and* 1854.

	1853.	1854.	Increase in 1854.
Number	463	457	
Tonnage	80,276	84,398	5 per cent.
Tonnage of freight	43,511	43,064	

Total number of foreign vessels cleared from Belgian ports in 1853 *and* 1854.

	1853.	1854.	Increase in 1854.
Number	1,833	1,989	9 per cent.
Tonnage	315,192	347,973	10 "
Tonnage of freight	125,202	160,675	28 "

Statement of amount and character of customs duties paid, in francs, at Belgian ports in 1854, *compared with the same in* 1853.

Duties paid.	In 1854.	In 1853.	Decrease in 1854.
Import	10,928,535	11,967,413	9 per cent.
Export	33,962	245,522	
Transit	10,910	22,987	
Tonnage	595,904	532,302	
Total	11,569,311	12,768,224	
Additional duties	16 per cent.	16 per cent.	

The commerce of Belgium with foreign nations continues to advance. The results for 1854 exceed those of 1853 within a fraction of 12 per cent., and exhibit an advance over the annual average of five years, from 1849 to 1853 inclusive, as high as 34 per cent. Imports and exports united reach the sum of 1,335,400,000 francs ($240,384,400,) permanent value. They exceed the totals for 1853 by 141,100,000 francs; and show an advance of 340,900,000 francs upon the annual average for the quintennial period from 1849 to 1853.

Estimating the commercial movements of 1854 upon the basis of the new system of actual or real values, the totals amount to 1,354,400 francs ($251,918,400); showing a difference between the old and new systems of 19,000,400 francs, or 1 per cent.

The following tabular statement will illustrate these facts:

Annual average amount, in francs, of imports and exports for the quintennial period from 1849 *to* 1853, *compared with* 1854.

YEARS.	IMPORTS.		EXPORTS.		TOTAL IMPORTS AND EXPORTS.	
	General commerce.	Special commerce.	General commerce.	Special commerce.	General commerce.	Special commerce.
1849 to 1853	488,100,000	257,400,000	506,400,000	276,600,000	994,500,000	534,000,000
1854	621,900,000	323,000,000	713,500,000	416,500,000	1,335,400,000	739,500,000
Increase in 1854	27 per cent.	25 per cent.	41 per cent.	51 per cent.	34 per cent.	38 per cent.

The commercial movements between Belgium and the different countries of the American continent for 1854, show a progressive increase over the preceding five years.

The trade between Belgium and the United States, more especially, participates in this advance. Thus, the imports from the United States were augmented from 28,000,000 francs (permanent values)—the amount for 1853—to 36,000,000 francs for 1854, or an increase of 28

per cent. For the same years, the real values were: for 1853, 26,435,000 francs; and for 1854, 33,000,000 francs. Resinous substances, cereals, raw tobacco, brown sugar, rice, provisions, and dye-woods were among the augmented importations, while a diminution was perceived in the articles of cotton (*a*) and coffee.

The following tabular statement will show the value, in francs, of the leading imports and exports from and to the United States in the years 1853 and 1854:

Description of merchandise.	IMPORTS.		Description of merchandise.	EXPORTS.	
	1853.	1854.		1853.	1854.
Whalebone	222,000	50,000	White lead	410,000	306,000
Wood	274,000	666,000	Leather	161,000	163,000
Coffee	4,027,000	2,181,000	Tin	145,000	393,000
Pot and pearl ashes	569,000	823,000	Iron, and manufactures of	2,615,000	1,652,000
Wax	11,000	40,000	Wool	1,327,000	1,139,000
Cotton	10,659,000	9,198,000	Hardware	223,000	296,000
Bread, biscuit, &c	1,515,000	7,363,000	Fire-arms	1,116,000	2,350,000
Lard, tallow, &c.	50,000	324,000	Lead	878,000	2,600,000
Spirits of turpentine	237,000	494,000	Hare and rabbits' skins	402,000	331,000
Honey	318,000	262,000	Refined sugar	48,000	151,000
Pitch and tar	409,000	1,255,000	Manufactured tobacco	4,132,000	7,438,000
Rice	618,000	1,205,000	Tissues of cotton	1,428,000	1,390,000
Sugar	3,274,000	2,756,000	" wool	5,821,000	7,843,000
Tobacco	3,782,000	4,117,000	" silk and other material	1,626,000	2,731,000
Provisions	23,000	542,000	Crystal and glassware	2,816,000	4,545,000
Sundries	447,000	1,724,000	Zinc	1,474,000	2,207,000
			Sundries	2,975,000	3,941,000
Total	26,435,000	33,000,000	Total	27,597,000	39,476,000

(*a*) This fact suggests, that, in the years 1853 and 1854, the quantities of cotton exported from England to Belgium increased over similar exports the two preceding years, in a ratio almost exactly proportional to the diminution of the direct exportation of the article from the United States.

HOLLAND.

HOLLAND.

On the 27th August, 1751, William IV, Prince of Orange, presented to the States General of Holland a remarkable memoir on the state of that republic, which is still preserved in a work entitled "*La Richesse de la Hollande,*" published in London in 1778.

That prince requested the opinions of several leading merchants, and others of large mercantile experience, on the following questions, viz:

1st. What is the actual state of commerce? and if the same should be found to be diminished and fallen to decay, then to inquire:

2d. What arrangements and means may support it, and, if possible, restore it to its former prosperity and grandeur?

These questions elicited a statement, or, more properly, an elaborate and a lengthy report on the causes by which the trade and navigation of the United Provinces rose and flourished. This report is divided into three heads, viz:

1st. The natural and physical causes;

2d. The moral causes; and,

3d. The accidental, adventitious, or external causes.

Under the first head are classed the advantageous situation of the country, near the sea, and at the mouths of large navigable rivers; its central situation, which rendered it the general market to which the merchants of northern and southern Europe were accustomed to bring their merchandise, and exchange the same for such goods as they wanted.

The sterility of the country, and the consequent want, it is represented, have contributed in animating the spirit, zeal, industry, and genius of the people to seek, in foreign countries, those things which they most need at home; and this could only be effected by means of trade. This they were enabled to do by the great abundance of fish in the neighboring sea, which furnished an equivalent for the exchange of those things which the barrenness of their own country, and their limited extent of arable lands, denied them at home.

Among the moral causes, the report cited the invariable maxim and fundamental law of the State, which permits the free exercise of all religions, and regards toleration in this respect as the most effectual means of attracting foreigners from adjacent countries, and, by that means, to augment the population of these provinces. The constant policy, it is remarked, of this republic, has been to make this country a safe asylum for persecuted and oppressed foreigners; and no alliance, no treaty, no solicitation of any potentate in the world, has ever been capable of destroying the protection and security accorded to those who have sought its refuge.

This fundamental maxim of the republic has caused many people to flee from the oppressions and persecutions exercised in other countries, and to seek refuge, as well as employment, bringing with them not only their money and their valuable effects, but also their industry. They have established many trades, manufactories, and arts, notwithstanding the first materials for the said manufactures were almost wholly wanting in the Netherlands, and only to be procured, at great expense, from other countries.

The constitution and the form of government, and the civil liberty thus extended, furnish another cause to which the growth of trade and the prosperity of commerce are attributed. The wisdom and prudence of the administration, the courage and firmness of the councils, the fidelity with which contracts and engagements were wont to be fulfilled, are also classed among the moral causes under which their commerce had reached so high a degree of prosperity and splendor.

Among the accidental or external causes, are enumerated the civil wars in France, and afterwards in Germany, England, and other countries, which contributed largely to the encouragement of the manufacturing industry of Holland; while the religious persecutions in Spain, Brabant, Flanders, and other states and empires, also contributed to the advancement of its commerce.

After dwelling at length on these three heads, this celebrated report then discusses the actual state of the trade of the country, and shows that the two first—the natural and moral causes—still remained unchanged; while the third—the accidental and external causes—had almost entirely disappeared. Persecutions in other countries had ceased; indolence and contempt for trade had given place to industry and commercial enterprise; their own example had been imitated by England, which, for a century, had been straining legislation to attract the trade so long enjoyed by the republic, and which now prohibited the exportation of the wool which formerly fed the factories of Holland; while many other countries had successfully introduced those branches of industry which, in former days, had flourished in the Netherlands alone.

The great number of shops which had been closed in the principal towns, especially in Amsterdam; the difficulty of procuring seamen to man the ships; the flourishing commerce of Hamburg and other towns, which now supplied Germany with all kinds of colonial produce, of which Amsterdam was formerly the great emporium; the extinction of Dutch commercial houses in Spain, and of Dutch trade in the Levant: all these were cited as proofs of the present decline of the trade and commerce of Holland.

This report, of which a brief sketch has thus been given, closes with a recommendation to permit all raw materials to be entered free of duty, as well as all foreign goods placed in entrepot, or for transit; basing this recommendation upon the maxim, that the lighter the burdens were, the greater would be the trade.

Nearly two hundred years prior to the date of this report, the revolt of the Netherlands against Spain commenced. The Duke of Alva, then the Spanish governor of the Netherlands, was defeated; all the Spanish ships on the coast of the Netherlands were destroyed; several Spanish towns were taken, and Spanish troops were expelled from the cities and towns of Holland, Zealand, and West Friesland, whose citizens joined in the revolt, and swore allegiance to the Prince of Orange.

In 1579 the famous union of the States of Holland, Friesland, Zealand, and Utrecht was formed at the latter place, and a solemn compact entered into to unite as one confederation, and, as such, to advise of peace, war, and taxes, and to maintain personal and religious liberty. Overyssel and Groningen soon after joined the union; and, in a few years, these seven United Provinces became the most powerful republic which the world had seen since the decline of ancient Rome.

From this period until the treaty of Westphalia was signed (1648), we find the Dutch growing rapidly in power, commerce, and wealth; sending their ships to every quarter of the globe; successfully resisting the Spanish and Portuguese flag, on whatever sea they chanced to encounter them; capturing their vessels; expelling them from the Moluccas; forming trading establishments in the Persian gulf, and thence along the coasts and isles of India to Japan, and especially at Ceylon, Java, and the Moluccas.

In one of these naval encounters (1658), the Dutch captured a whole fleet of Spanish galleons, bringing home, as the prize of victory, precious metals to the value of 10,000,000 guilders.

The vessels and seamen employed in these naval adventures were under the management of

the Dutch East India Company, which frequently realized, from the rich captures and costly cargoes—spices, cinnamon, and other East India productions—as high as 62½ per cent. on the capital stock invested.

A West India Company was also organized about the year 1621, originally for the purpose of driving the Portuguese out of Brazil, and the Spaniards out of Peru; in which they were not so successful as in their East India adventures. They captured, however, the Spanish fleet in those seas; scoured and plundered the coasts of Cuba; took possession of Pernambuco, and the islands of Curaçoa, St. Eustace, and others, which they still retain.

The first check to this extensive and almost undisputed dominion of the sea, which the Dutch experienced, was the celebrated navigation act of the *Rump* Parliament, enforced by Cromwell, and ten years afterwards legalized by Charles II. The Dutch, at this period, enjoyed a profitable carrying trade between England and her American colonies. By this act, it was provided that no merchandise, the produce of Asia, Africa, or America, should be imported into England in any but English-built ships, commanded by an English master, and navigated by a crew three-fourths of whom should be Englishmen; nor any fish exported from or imported into England or Ireland, except of English taking. As might have been, and confessedly was, expected, a war soon after broke out between Holland and England, exclusively naval, which was carried on with the utmost desperation on both sides. After several fierce and bloody engagements, the Dutch were defeated, and were compelled to sue for peace. A treaty followed, imposing the most humiliating terms upon the hardy republic; among others, that "of striking their flag, and lowering their topsail, whenever the Dutch ships should meet any of the ships of war of the English commonwealth in the British seas." Several other wars occurred between the Dutch and English, and, in 1672, between the former and the English and French combined.

Towards the close of the war of the American revolution, hostilities were again declared against Holland by Great Britain, on the pretence that the dockyards and arsenals of France were furnished with munitions of war, and the American troops with supplies, by Dutch vessels. A discovery, accidentally made by the British in the following year, that a secret treaty, recognizing the independence of the United States, had been negotiated in 1778, between Holland and the American Congress, inflamed the already excited animosity of England against the Dutch to so high a pitch, that war was immediately declared.

During the existence of these hostilities the Dutch lost their West India possessions; and, during the subsequent wars of the French revolution, in which the Netherlands were forced to co-operate with the French, the whole of their East India possessions passed into the hands of the British.

In 1814, the independence of Holland was restored, and Belgium and Holland were erected into one kingdom. In the convention of 1815, Java and all the Dutch colonies were ceded to Holland, with the exception of the Cape of Good Hope, and the settlements of Demarara, Essequibo, and Berbice. The British, also, obtained the cession of the settlements of Cochin and its dependencies, on the coast of Malabar.

The possessions of the Dutch in the East Indies are now reduced to the island of Java, the Moluccas, Sumatra, (for which they gave Fort Molucca in return,) Macassar, Celebes, Banda, Amboyna, and Ternate. They possess several forts on the coast of Guinea: in the West Indies, Curaçoa, St. Eustace, Saba, and part of St. Martin; and in South America, a portion of Surinam, or Dutch Guiana.

The revolution in Belgium in 1830 resulted, as already stated in the Digest of that kingdom, after a few days' contest, in the separation of Belgium from Holland, and its erection into an independent kingdom.

Since 1830, Holland has uninterruptedly pursued the arts of peaceful commerce, industry, and trade. Her navigation is annually extending; and her great commercial marts, Amsterdam and Rotterdam, bid fair to regain their former prosperity.

In their commercial relations with the United States, the Netherlands have always manifested a spirit of liberality. Several treaties of amity, navigation, and commerce have been entered into between the two countries—the last bearing date August 26, 1852. This treaty of 1852 is based upon the principle of entire reciprocity and perfect freedom of commerce, and applies, with all its privileges, to the intercourse between the United States and the colonies and dominions of Holland beyond the seas. It reserves to Holland the right to levy discriminating duties of import and export in favor of her direct trade with such colonies and dominions; but should American vessels engage in such direct trade, they are to enjoy perfect equality with the national flag. The United States is also at liberty to continue to levy the discriminating duty imposed by the tariff of 1846 on tea and coffee, in favor of the direct importation of these articles from the places of their growth, but also without discriminating between the flags of the two countries. This treaty is to continue in force two years, commencing six weeks after its ratification, with the usual twelve months' notice by either party wishing to terminate its action.

Before the date of this last treaty, the reciprocity and freedom of commerce between the Netherlands and the United States applied only to the direct trade between the two countries. All restrictions, not only as regards entire reciprocity and perfect equality in the indirect trade between the two nations and their flags, respectively, but as it respects our trade with the Dutch colonies, were by this treaty abolished, and the two flags were assimilated (the coasting trade and fisheries excepted), on every sea, and in every port.

NAVIGATION LAWS.

The laws amending the Netherlands legislation with respect to navigation were prepared in 1848, but not proclaimed as in operation until the year 1850, when the abolition of the British navigation acts rendered necessary the immediate adoption of that step. The new system agreed to by both the chambers of the States General is contained in a collection of rules embodying the legal dispositions and schedules. These are too numerous and lengthy here to be inserted; but the following summary will convey a general idea of their purport, and show how beneficially the liberal spirit, which has of late years guided British commercial legislation, enters into and moulds the commercial systems of neighboring countries. Whatever favor the system of "free trade" may hereafter meet with among the commercial nations of the earth, there can be little doubt that the spirit of free navigation has entered upon its beneficent mission, and already shapes the legislation of those nations which have thriven and flourished most by commerce. The countries in Europe which still retain their medieval commercial policy—and, indeed, those on our own continent which have inherited from their European progenitors similar systems of commercial intercourse with foreign nations—must either abandon their restrictive policy, and adopt, in its widest sense, and with all its privileges and rights, the common-law definition of *mare liberum*, or find themselves isolated from the rest of the commercial world. When this spirit has already burst through the barriers which, from a time "to which the memory of man runneth not to the contrary," closed China and Japan against every approach of civilized commerce, it cannot be doubted that its influence will soon or late be felt and acknowledged by those nations which would erect financial barricades across the highway of nations, and interdict the importation of bread to feed, and fabrics to clothe, their destitute subjects. The present navigation laws of England are but the commencement of a new era in the commercial legislation of Europe. The example of Holland, of Belgium, of the Hanse Towns, and the Zollverein, (though, as regards the latter, there is still much to be done,) cannot but hasten this liberal reformation in the navigation laws of neighboring governments.

The leading features of the new navigation laws of the Netherlands may be gathered from the following summary. It embraces the chief bases upon which they rest:

1. Unconditional repeal of discriminating favors granted to the Dutch flag, by suppression of the rules allowing to this flag preference above foreign flags.

2. Conditional similarity of flag in the navigation to and from the Netherlands colonies.

3. Stipulations by law concerning the trade and navigation in the colonies of the realm, carried on by other nations of the world.

4. Repeal of the interdiction to grant Netherlands registers to foreign-built vessels, by admittance for registry (naturalization) of such vessels at a duty of 4 per cent. of their value.

5. Diminishing of import duties on principal materials for ship-building.

6. Suspension of the *shipping duties* on the Rhine and Yssel.

7. Total abolition of transit duties.

The principal object of all these measures is to promote trade, by relieving navigation, as much as possible, of the impediments against its development which resulted from past legislation. The general system comprehends a plan of establishing, in one general law, instead of by complicated treaties of commerce with the different nations, the principle of immediate and unconditional "free navigation," and, consequently, the general and unconditional assimilation of flags, by granting to the vessels of all nations the privileges enjoyed by those of the Netherlands; reserving, however, the right of retaliation, should circumstances render its exercise necessary, which, in most cases that can happen, will be limited to an augmentation of shipping taxes, or of import duties; and saving, also, certain restrictions and conditions relative to importations from Netherlands colonies. In fine, the navigation laws of Holland are framed so as to open, as far as possible, all Netherlands ports for ships of all nations; "to proclaim," as announced in the official exposition, "a renewed adherence to the liberal commercial policy which the Netherlands was the first nation to adopt, in order to stimulate other nations to abandon all systems of protections and prohibitions; to abolish all exclusive protections of the Netherlands flag, so that our (their) navigation may, with good success, keep peace with that of other nations, and our (their) commerce may not remain behind in the newly-opened competition resulting from the repeal of the navigation laws of England."

Under the regulations condensed above, as well as under the treaty with the United States of 1852, the American flag is assimilated to that of the Netherlands in the colonial trade. Indeed, in all respects, without any condition or qualification whatever, the flags of both nations enjoy entire and perfect equality.

On the 5th of August, 1844, the then Secretary of the Treasury addressed to collectors and naval officers circular instructions, in which the following paragraphs occurred:

"The chargé d'affaires of his Majesty the King of the Netherlands has presented a complaint that the duty of 20 per cent. ad valorem, levied upon coffee imported from the ports of the Netherlands, is in contravention of the subsisting treaties between the United States and the King of the Netherlands; seeing that, by the ninth article of the act of 1842, coffee imported in vessels of the United States, from the place of its growth or production, is exempt from duty."

"By the first article of the treaty of 1839, between the United States and the United Netherlands, it is stipulated that goods and merchandise, *whatever their origin may be*, imported into or exported from the ports of the United States, from or to the ports of the Netherlands *in Europe*, in vessels of the Netherlands, shall pay no other or higher duties than shall be levied on the like goods and merchandise imported or exported in national vessels," &c.

"As coffee imported in the vessels of the United States is exempt from duty, it follows, from the treaty before recited, that coffee imported in the vessels of the Netherlands, from their ports in Europe, is exempt from duty. Therefore, such duties as have been so levied upon coffee, so as aforesaid imported, in vessels of the Netherlands, from their *ports in Europe*, must be refunded; and, in future, coffee so imported must be admitted free of duty."

From these instructions, it necessarily followed in practice, that while the coffee of Java, imported in vessels of the Netherlands, from ports of the Netherlands, has been exempted from

duty on its arrival in the United States, the same article, when imported in American vessels, from the same ports in the Netherlands, has been subjected, under the provisions of the tenth section of the tariff act of 30th of August, 1842, to the payment of a duty of 20 per cent. ad valorem, as a non-enumerated article.

On the 11th of September, 1845, these instructions were countermanded, by Treasury circular of that date, as not warranted by the provisions of the treaty of 1839; the word "so," which qualified the importation or exportation, having been overlooked in preparing the circular first referred to. A different construction would give to the vessels of Holland an advantage over American vessels engaged in the same trade, as already intimated, of 20 per cent.; an advantage which could hardly have been intended to be given by any treaty with a foreign power. All ambiguity or doubt on this subject is removed by the tariff act of 1846. Under the provisions of that act, however, the Netherlands flag still enjoys an advantage over that of the United States in the coffee carrying trade. Thus, schedule 1 of the act provides that "coffee, the growth or production of the possessions of the Netherlands, imported from the Netherlands in American vessels, or in foreign vessels entitled by reciprocal treaties to be exempt from discriminating duties, tonnage, and other charges," shall be free. The export duty on coffee at Java is 12 per cent., half of which is remitted in favor of direct importation to the Netherlands in national or equalized bottoms. Consequently, a Dutch vessel, carrying Java coffee from Holland into the United States, can undersell the American importer who brings it into port direct from Java, the amount of the differential export duty, or 6 per cent. on the value of his cargo.(*a*)

COMMERCE.

The principal articles imported into Holland in 1853, and their proportion to the total amount of importations, were as follows:

Tissues of all kinds	12.61 per cent.
Raw sugar	12.03 "
Yarns	9.00 "
Coffee	8.47 "
Grains	6.40 "
Iron	3.68 "
Raw cotton	3.49 "
Dye stuffs	2.99 "

The principal exports, and their proportion to the total amount of exportations, were:

Woven fabrics	8.95 per cent.
Refined sugar	7.29 "
Yarns	7.15 "
Coffee	6.59 "
Grains	4.84 "
Raw sugar	4.54 "
Live animals	4.09 "
Butter	3.99 "

The total general commerce of Holland in 1853, (imports and exports united,) amounted to $237,541,358; showing a diminution, when compared with the preceding year, of $540,319. The diminution in imports fell principally on the following articles:

(*a*) See consular return from Padang, Part III.

Pot and pearl ashes	7,875,000 lbs.
Wheat	993,600 bushels.
Rye	1,407,600 "
Breadstuffs	2,700,000 lbs.
Coffee	11,250,000 "
Figs, raisins, &c	13,500,000 "
Rice	38,250,000 "
Tobacco	2,250,000 "
Salt	22,500,000 "

The diminution in exports fell principally upon alimentary products of the first necessity, and was caused by the general bad crops of the year.

The share assigned in the commerce of this year amounted to—

Imports by sea:	To the Dutch flag	$49,391,732
	To the foreign flag	42,613,132

Giving to the Dutch flag in the import trade, 53⅔ per cent.; and to the foreign flag, 46⅓ per cent.

In the export trade:	The Dutch flag had	$29,626,014
	The foreign flag	30,870,144

Giving the Dutch flag 49, and the foreign flag 51 per cent.

The total imports of the Netherlands in 1854, as appears from "the Statistical Year Book of Holland" for that year, amounted to 356,484,519 florins, or $142,593,807; showing an increase over the imports of 1853 of $14,173,116, and over the imports of 1852 of $13,505,984.

The total exports the same year, as given by the same authority, amounted to 308,780,801 florins, or $123,512,320; showing an increase over the exports of 1853 of $14,391,654, and over the exports of 1852 of $14,518,466.

In 1854, imports from Great Britain into Holland amounted to	$39,904,746
Exports from Holland to Great Britain	30,077,711
Total trade between Great Britain and Holland in 1854	69,982,457
In the same year, imports from France into Holland amounted to	$4,868,760
Exports from Holland to France	5,229,839
Total trade between Holland and France in 1854	10,098,599
Imports from the Zollverein, the same year, into Holland	$27,527,799
Exports from Holland to the Zollverein	46,574,094
Total trade between Holland and the Zollverein in 1854	74,101,893
Imports from the Hanse Towns, in 1854, into Holland	$3,204,297
Exports from Holland to the Hanse Towns	4,245,866
Total trade between Holland and the Hanse Towns in 1854	7,450,163
Imports from the United States into Holland in 1854	$3,018,017
Exports from Holland to the United States	2,054,769
Total trade between the United States and Holland in 1854	5,072,786 (a)

(a) The value of the total trade between Holland and the United States for 1854, as given in the United States Treasury Report on Commerce and Navigation, is $4,138,636, or $934,150 less than that given by the Dutch official report.

The chief articles exported from the United States to Holland are cotton, tobacco, rice, breadstuffs, &c. The leading imports into the United States from Holland are spirits, (principally gin,) coffee, madder, spices, pictures, paintings, cigars, tin, &c.

There entered in 1853, in Dutch ports, from foreign countries, 6,392 vessels, measuring 1,064,233 tons; of which number 70, measuring 26,765 tons, bore the flag of the United States; and 18 vessels, under the Dutch flag, sailed direct from our ports, with American produce.

During the same year, there cleared from the Netherlands to foreign countries, 4,413 ships, measuring 776,889 tons; of which there were under the American flag, for United States ports, 22 vessels, measuring 11,333 tons; and for the same destination, 27 vessels belonging to other nations.

In 1853 there entered at the different ports of Holland:

1,006	steam vessels, laden, measuring in the aggregate	304,329	tons.
195	" in ballast, " "	72,800	"
1,201	vessels.	377,129	"

The vessels in ballast were all under the English flag; those freighted, were distributed as follows:

Under the Dutch flag	356	vessels,	89,641 tons.
" English flag.....	636	"	210,516 "
" French flag.....	13	"	4,082 "
" Swedish flag.....	1	"	90 "
Total.....	1,006	"	304,329 "

Since the new navigation laws of Holland came into operation, (August 8, 1850,) the maritime commerce of that kingdom has been distributed as shown by the following table:

Importations by sea.

Flags.	1848.	1849.	1850.	1851.	1852.	1853.
Dutch ----------	59 per ct.	59 per ct.	58 per ct.	53 per ct.	----------	53 per ct.
Foreign ----------	41 "	41 "	42 "	46 "	----------	46 "
Exportations by sea.						
Dutch ----------	48 per ct.	51 per ct.	56 per ct.	50 per ct.	----------	49 per ct.
Foreign ----------	52 "	49 "	44 "	49 "	----------	51 "

The general navigation and trade of Holland, considering its comparatively limited area, presents a spectacle of commercial greatness unequalled in the world. In 1852, its general imports reached $129,087,823, and its exports $108,993,854. In 1853 the imports amounted to $128,420,691, and the exports to $109,120,666. This commercial prosperity nearly equals that which the Netherlands attained in its palmiest days, when Beawes said of it in his "*Lex Mercatoria:*" "It produces hardly any thing, and yet has wherewith to furnish other people all they can have need of. It is without forests, and almost without wood; and there is not seen anywhere else so many carpenters, which work in naval constructions, either for war or merchandise. Its lands are not fit for the culture of vines; and it is the staple or mart of wines which are gathered in all parts of the world, and of brandies drawn from them. It has no

mines or metals, and yet there is found as much gold or silver as in New Spain or Peru; as much iron as in France; as much tin as in England; and as much copper as in Sweden. The wheat and other grains that are there sowed hardly suffice for nourishment to a part of the inhabitants; and it is, notwithstanding, from hence that the greatest part of its neighbors receive them, either for their subsistence or trade. In fine, it seems as if the spices grew there; that the oils were gathered there; that it nourished the precious insects which spin the silk, and that all sorts of drugs, for medicine or dying, were in the number of its products and of its growth; its warehouses are so full, and its merchants seem to carry so much to strangers, or that strangers come to load in its ports, that there is not a day, and it may be said a moment, that ships do not come in or go out, and frequently entire fleets."

Such was the picture drawn of the Netherlands in 1670. Its present commercial condition, though different in every other respect from the Netherlands of that period, is quite as prosperous, and rests upon a basis more solid and secure.

Comparative statement exhibiting the value of imports and exports to and from the United States and Holland during a period of eleven successive years.(a)

Years.	VALUE OF EXPORTS.			VALUE OF IMPORTS.
	Domestic produce.	Foreign produce.	Total.	
1845	$2,753,780	$268,267	$3,022,047	$954,344
1846	2,097,691	199,074	2,296,765	1,059,597
1847	1,885,398	129,936	2,015,334	1,247,209
1848	1,595,450	271,513	1,866,963	1,417,908
1849	2,155,328	242,027	2,397,355	1,501,643
1850	2,188,101	416,564	2,604,665	1,686,967
1851	1,911,115	284,054	2,195,169	2,052,706
1852	2,292,848	204,681	2,497,529	1,635,561
1853	1,983,723	215,773	2,199,496	1,625,170
1854	2,299,710	142,956	2,442,666	1,695,970
1855	1,920,369	208,615	2,128,984	1,825,700

Table exhibiting a comparative view of the general trade of Holland from 1846 *to* 1853. (*b*)

Years.	General imports.	Imports for consumption.	General exports.	Exports of special commerce.	Transit.
1846	$102,217,858	$64,855,924	$84,141,049	$47,303,259	$36,837,795
1847	104,288,415	67,785,987	83,614,811	50,518,011	35,096,800
1848	101,711,493	72,710,926	77,114,674	49,924,970	27,189,691
1849	110,135,758	72,249,660	86,887,624	51,043,813	35,843,811
1850	113,766,161	75,352,228	92,000,827	55,099,711	36,901,116
1851	120,807,290	80,146,599	97,097,923	67,772,310	39,325,660
1852	129,087,824	82,266,568	108,993,854	62,820,192	45,673,662
1853	128,420,692	81,978,055	109,120,667	61,857,264	47,263,353

(*a*) U. S. "Commerce and Navigation."
(*b*) Dutch official authorities.

Table exhibiting the value of the commerce of the Netherlands with foreign nations in 1853, *in florins.*(*a*)

Countries whence, and to which.	IMPORTS.		EXPORTS.		
	General imports.	Imports for consumption.	General exports.	Of special commerce.	Transit.
Australia	----------	----------	694,628	463,061	231,567
Belgium	25,164,698	20,534,254	24,112,814	19,693,723	4,419,091
Brazil	4,573,593	2,149,143	40,366	26,786	13,580
Bremen	1,138,542	760,406	982,639	766,286	216,353
California	----------	----------	129,340	102,935	26,405
China	1,411,167	898,191	2,502	1,904	598
Cuba	2,317,539	2,017,582	159,730	159,269	461
Curaçoa	127,681	86,408	322,030	269,315	52,715
Denmark	1,963,855	2,028,602	1,007,351	796,035	211,316
France	12,531,116	9,185,854	11,687,590	4,754,005	6,933,585
Greenland, &c.	88,617	88,617	----------	----------	----------
Great Britain	87,896,331	44,809,621	73,968,646	46,493,073	27,475,573
Hamburg	4,919,687	1,977,961	7,314,011	6,174,854	1,139,157
Hanover and Oldenburg	4,125,055	3,687,718	2,389,984	1,625,361	764.623
Java, &c.	63,729,272	52,604,164	21,809,704	18,482,134	3,327,570
Canaries, Cape of Good Hope, Brit. East Indies, and west coast of Asia	5,356,426	2,996,993	159,724	157,313	2,411
Roman States	19,302	18,492	271,966	269,248	2,718
Coast of Guinea	413,945	413,495	250,892	65,430	185,462
Lubeck	79,618	23,030	40,007	17,034	22,973
Mecklenburg	112,771	215,331	132,905	107,124	25,781
The Two Sicilies	1,164,146	227,864	2,800,924	2,723,121	77,803
United States	6,746,580	4,824,610	5,377,239	3,819,546	1,557,693
Norway	4,595,903	3,801,225	681,441	528,926	152,515
Austria	1,220,581	621,960	4,473,060	4,284,994	188,066
Philippine Isles	251,210	73,152	----------	----------	----------
Portugal	511,351	407,589	337,676	220,027	117,649
Russia on the Baltic and White sea	15,226,640	14,628,969	3,438,248	2,170,266	1,267,982
Russia on the Black sea	2,643,583	2,774,889	276,335	274,678	1,657
Sardinia	134,451	91,508	1,809,957	1,716,880	93,077
Parts of America not designated	686,066	204,693	573,612	404,704	168,908
Surinam	4,439,065	2,723,145	1,262,320	977,579	284,741
The Zollverein	64,130,562	27,662,831	100,146,833	31,660,595	68,486,238
Tuscany	472,066	302,815	1,693,393	1,536,657	156,736
Turkey, Greece, &c.	1,716,438	1,563,286	3,419,046	3,379,278	39,768
Sweden	422,977	305,152	377,669	239,352	138,317
Spain	687,344	202,527	657,084	281,667	375,417
Not known	----------	510	----------	----------	----------
Wrecked	33,551	32,549	----------	----------	----------
Total florins	321,051,729	204,945,136	272,801,666	154,643,160	118,158,506
Do. dollars	128,420,691 60	81,978,054 40	109,120,666 40	61,857,264 00	47,263,402 40

(*a*) The value of the florin is 40 cents.

TOBACCO.

The cultivation of tobacco in the Netherlands is subject to no restrictions, with the exception of the excise duty, to which, like all other products, it is liable.

From 1,800 to 1,900 morgens (equal to 3,600 to 3,800 acres) are annually devoted to tobacco. The tobacco land is situated in the provinces of Guilderland, Overyssel, Utrecht, and Zealand. The average quantity of tobacco produced on each morgen is about 4,500 lbs. The total crop is estimated at from 8,000,000 to 9,000,000 lbs. (*a*) per annum.

The quantity reserved for home consumption is about 2,000,000 lbs., of which—

Smoking tobacco, about	900,000 lbs.
Snuff	700,000 "
Covers for cigars	400,000 "

Besides the above, the Netherlands export to foreign countries about 6,000,000 lbs. of tobacco:

In the leaf	5,000,000 lbs.
Manufactured	1,000,000 "

The following table shows the tobacco export trade of Holland:

	Kilogrammes.
The Rhenish provinces	580,000 per annum.
Russia and Great Britain	400,000 "
Sardinia	250,000 "
Norway and Denmark	80,000 "
Naples	50,000 "
Roman States	50,000 "
Spain and Portugal	80,000 "

The total quantity of tobacco grown in the Netherlands is distributed as follows:

Tobacco suitable for the manufacture of snuff and chewing tobacco...	1,875,000 kilogrammes.
For cigars and cigar covers	1,775,000 "

Average price of the former, from 14 to 32 florins for common; 30 to 90 florins for the best, per 100 kilogrammes.

Average price of the latter, from 14 to 32 florins for common; 60 to 90 florins for the best, per 100 kilogrammes.

The planters of Arnhem, and some other districts, have, during the past few years, applied themselves to the raising of a very light, clear, yellow tobacco, for cigar covering, for which they obtain a very high price. For this purpose they employ a very active fertilizer, with a view to the large and rapid growth of the plant, which they dry by the sun with great skill and management. The average quantity of foreign tobacco annually imported is from 22,000,000 to 25,000,000 lbs., chiefly from the following places:

Maryland	5,600,000 kilogrammes.
Kentucky	1,750,000 "
Virginia	1,400,000 "
Java	800,000 "
Porto Rico	360,000 "

(*a*) Annales du Commerce Extérieur. No. 540, p. 7.

Cuba	180,000	kilogrammes.
St. Domingo	120,000	"
Varinas	120,000	"
Manilla	75,000	"
Colombia	30,000	"
Brazil	30,000	"
Havana	60,000	"
Tobacco stems	145,000	"

A third part of the tobacco imported from foreign countries is consumed in the Netherlands, the other two-thirds are exported.

Germany and Belgium receive the larger portion, which consists altogether of Virginia, Maryland, Kentucky, and some Java tobacco.

Besides the imports above designated, Hamburg supplies Holland annually with large quantities of tobacco of American growth.

The tobacco manufactories in Holland, of the first class, are numerous. They are chiefly located at Rotterdam and Amsterdam, though many similar factories are scattered throughout the provinces. The-first class factories employ upwards of a million of operatives. (*a*) The average consumption of tobacco in Holland is about two kilogrammes (4.408 lbs.) for each individual, or 6,000,000 kilogrammes, or upwards of 13,000,000 lbs. for the whole population.

Germany offers the principal market for the Dutch tobacco trade, though considerable quantities are exported to the Levant, Italy, Austria, Belgium, Denmark, Surinam, &c.

Statement exhibiting the leading staples of the United States, and their respective values, exported to Holland in the years specified.

Articles.	1854.	1855.
Whale-oil	$8,944	$4,526
Whalebone	6,571	1,305
Wood, lumber, and timber	24,476	77,463
Naval stores	45,101	80,883
Pot and pearl ashes	15,259	34,064
Beef	4,635	1,300
Hams, bacon, and lard	16,642	29,633
Wheat	47,441	----------
Flour	52,289	2,662
Rye and other grains	50,276	38,739
Rice	22,299	23,780
Cotton	567,482	418,433
Tobacco	1,350,336	1,068,782
Do. manufactured	7,316	4,329
Wax	4,959	3,278
Spirits of turpentine	25,619	71,219

The following comparative statement exhibits the effective merchant marine of the Netherlands on the 31st December, 1852 and 1853, respectively:

1852.—Number of vessels	1,971	; measuring	448,864	tons.
1853 " "	2,037	"	479,202	"
Increase for 1853	66		30,338	"

(*a*) "Commerce Extérieur." No. 540, p. 9.

The following summary shows the classification of the vessels given in the preceding comparative statement:

	1852.		1853.	
	Vessels.	Tons.	Vessels.	Tons.
Three-masters	141	111,176	142	112,284
Barques	296	164,200	334	186,182
Brigs	56	14,412	66	16,878
Brigantines	2	488	2	488
Schooners	134	21,554	168	26,872
Other vessels	1,329	133,084	1,310	132,046
Steamboats	13	3,950	15	4,452
Total	1,971	448,864	2,037	479,202

JAVA AND MADURA.

In 1853 the commerce of these islands amounted to $17,712,241 for general imports, and to $28,677,183 for exports.

The imports and exports during this year exceeded those of the preceding year—the former $1,596,164, or 9.9 per cent.; the latter $6,294,489, or 21.83 per cent.; thus exhibiting the most practical illustration of the increasing trade of these rich and fertile islands.

The share assigned to the Netherlands in the general trade of 1853 represented, for imports, 42.23 per cent. of the whole; and for exports, 76.09 per cent. The trade of the United States with these islands, during the same year, was 1.39 of the whole.

Port charges at Java.

The harbor dues are one-half a rupee per ton; but a ship having once paid this charge can touch at either Samarang, Soerabaya, or go to a foreign port and return, if within six months from date of payment, without further expense.

Ships can anchor and remain in the roads, and can communicate with the shore, receive provisions, water, &c., without charge of anchorage fees. The roads are south of a line drawn from the Rhoneland to the Neptune shoal.

All letters must be immediately delivered at the custom-house, except consignees' letters, and such as may be intended for the captain or supercargo.

There are no pilots for Batavia or Samarang. For Soerayaba pilots can be had at Point Pauka coming from the west, and at Passaroeang coming from the east.

Filtered water is sent alongside in government tanks, with a force-pump hose, at a charge of 57 cents per hogshead, and in the outer roads at 66 cents.

When a blue flag is flying at the main-mast head of the guard-ship, or at the signal staff of the lookout-house at the head of the canal, it is unsafe to attempt entering the river.

The tariff regulations of Java are divided into six different classes, viz: Class 1 relates to duties on wines, spirits, &c.; class 2 relates to duties on cotton and woolen goods; class 3 relates to sundry imports from Europe, America, and the Cape of Good Hope; class 4 prescribes the duties on the products of the Indian archipelago; class 5 relates to merchandise being the

produce of countries east of the Cape of Good Hope, not included in any of the foregoing classes; class 6 prescribes the export duties levied on the products of Java.

All these classes recognize a discrimination in favor of the Dutch flag; but, under the treaty of August 26, 1852, between the United States and Holland, these discriminations do not apply to the American flag when importing or exporting *from or to the same places* as the national flag. The article, by virtue of which the vessels of the United States are equalized with those of Holland, reads thus:

Art. II. "The above reciprocal equality in relation to the flags of the two countries is understood to extend also to the ports of the colonies and dominions of the Netherlands beyond the seas, in which goods and merchandise, whatever their origin may be, imported or exported from and to any other country in vessels of the United States, shall pay no higher or other duties than shall be levied on the like goods and merchandise imported or exported from and to the same places in vessels of the Netherlands. The bounties, drawbacks, or other privileges of similar denomination, which may be there granted on goods and merchandise imported or exported in vessels of the Netherlands, shall also, and in like manner, be granted on goods and merchandise imported or exported in vessels of the United States."

Table exhibiting the navigation of the islands of Java and Madura in the years specified.

Nationality.	VESSELS ENTERED.		VESSELS CLEARED.	
	1852.	1853.	1852.	1853.
Dutch	1,853	1,886	1,819	2,038
English	56	77	48	85
French	19	14	16	13
Belgian	-------	3	-------	3
Hamburg	10	17	10	15
Bremen	10	9	10	12
Prussian	1	1	3	1
Swedish	12	13	17	12
Russian	1	1	1	1
Danish	4	5	5	2
American	7	28	10	23
Portuguese	2	3	1	3
Chinese	1	1	2	1
Siam	19	12	12	19
Other Asiatic countries	51	100	58	52
Total	2,046	2,170	2,012	2,280

From the preceding table it appears that in 1853 the United States just trebled in one year the number of vessels bearing their flag in that remote corner of the globe. This is to be ascribed to the liberal commercial treaty of 1852, equalizing the United States and the Dutch flags in the colonial trade.

The subjoined tariff of duties of the island of Java has been prepared from a copy printed at Batavia in 1844, with modifications and changes down to June, 1855, transmitted from the United States consulate at that port.

TARIFF OF DUTIES FOR THE ISLAND OF JAVA.

[By Dutch vessels are meant vessels belonging to Holland, and no others.(a)
Under the Dutch flag are comprehended the flags of Asiatic princes which are placed on the same footing as the Dutch flag.
The pound in this tariff is the old Amsterdam pound.
To the duties in this tariff, 5 per cent. is added for breakwater.]

TARIFF No. 1.

Import duties on wines, spirits, &c.

Articles.	Quantity.	Rate of duty.	Remarks.
Beer	Hogshead	$9 60	In Dutch vessels, accompanied by certificates of Dutch origin, one-half of these duties.
	100 bottles	4 80	
Brandy	Pipe	36 00	
	100 bottles	16 00	
Brandy fruits	Dozen bottles	2 40	
Gin, in casks	Per aam	4 80	
in cases of	15 bottles	1 20	
Liqueurs	Dozen	2 40	
Mineral waters	100 bottles or jugs	4 80	From Holland direct, in Dutch vessels, one-half of these duties.
Rum and arrack, foreign	Pipe	48 00	
	100 bottles	16 00	
Sirups	Dozen bottles, whole or half	1 60	In Dutch vessels, with certificates of Dutch origin, one-half of these duties.
Vinegar, wine	Hogshead	4 80	
	100 bottles	4 80	
raisin	Hogshead	3 60	
	100 bottles	3 60	
beer	Hogshead	2 40	
	100 bottles	1 60	
manufactured	Hogshead	14 40	
	100 bottles	12 00	
Wines, Burgundy and other fine wines, except Champagne and Rhenish	Dozen bottles	2 00	
Champagne	do	2 00	From Holland direct, in Dutch vessels, $1 20.
Cape	Pipe	20 00	Direct from the Cape, in Dutch vessels, one-half of these duties.
	100 bottles	8 00	
Madeira	Pipe	32 00	From Holland direct, in Dutch vessels, one-half of these duties.
	Dozen	2 00	
Portuguese, not fine	Pipe	48 00	
Rhenish, not fine	Hogshead	16 00	
ordinary	100 bottles	8 00	
fine	Dozen	2 00	
red, ordinary	.....	.....	
French	Hogshead	8 00	In Dutch vessels, with certificate of Dutch origin, 10 per cent.
	100 bottles	4 00	
Spanish, not fine	Pipe	48 00	From Holland direct, in Dutch vessels, one-half of these duties.
Teneriffe	Pipe	20 00	
	100 bottles	8 00	
white, ordinary	Hogshead	8 00	With certificate of Dutch origin, in Dutch vessels, 10 per cent.
	100 bottles	4 00	
Other fluids not specified, as cider, perry, currant juice, &c.	24 per cent. on invoice value, augmented by 30 per cent.	.....	With certificate of Dutch origin, in Dutch vessels, 12 per cent.

TARIFF No. 2

Import duties on cotton and woolen goods.

Dutch	25 per cent	.....	On appraised value, according to tariff of prices, corrected every three months.
In Dutch vessels, with certificates of Dutch origin	12½ do	.....	
European and American, if from countries between which and Holland friendly relations subsist	25 do	.....	
From countries between which and Holland friendly relations do not subsist	50 do	.....	

(a) In the direct trade between Holland and her colonies beyond the sea, United States vessels are, by treaty, equalized with those of Holland.

TARIFF No. 2—Continued.

Articles.	Quantity.	Rate of duty.	Remarks.
From Dutch India and favored States in the Indian archipelago	25 per cent.		On appraised value, according to the market price of the day.
From ditto in Dutch Indian vessels, provided they have not touched at any foreign port	12½ do		
All other countries east of the Cape of Good Hope, except Chinese goods in Chinese junks.	25 do		On invoice value, with addition of 30 per cent., or appraisement according to market prices.

TARIFF No. 3.

Import duties on sundry goods the products of Europe, America, and the Cape of Good Hope.

Ammunition, or fire-arms, prohibited, unless especially permitted. (See Tariff No. 3.)			
Beef, salted, smoked, &c.	24 per cent.		In Dutch vessels, with certificate of Dutch origin, 12 per cent.
Bags. (See Linen.)			
Books, music, maps, and charts	6 per cent		As above, free.
Butter	24 do		As above, one-half these duties.
Cheese	24 do		
Candles, wax	Pound	$0 10	
spermaceti	do	10	
Cotton goods. (See Tariff No. 2.)			
Clothing, wool and cotton	25 per cent.		From Holland direct, in Dutch vessels, 12½ p. c.
silk and linen	12 do		In Dutch vessels, with certificate of Dutch origin, 6 per cent.
Copper and copper ware	24 do		As above, 12 per cent.
Copper coin, prohibited.			
Coal	Free.		From Holland direct, in Dutch vessels, free.
Corks	12 per cent.		In Dutch vessels, with certificate of origin, 6 per cent.
Carriages	24 do		As above, 12 per cent.
Cards, playing	24 do		Do.
Carpets. (See Tariff No. 2.)			
Cordage	24 do		As above, 12 per cent.
Casks, new	24 do		
Cattle, as cows, sheep, &c.	Free.		
Drugs and medicines	12 per cent.		Direct from Holland, in Dutch vessels, 6 p. ct.
Flour	24 do		Dutch flour packed according to the *tariff* of 1828, 12 per cent.
Furniture	24 do		In Dutch vessels, with certificate, &c., 12 p. ct.
Fire-arms, prohibited, except fowling pieces in cases of the value of $40 or more	Each	12 00	In Dutch vessels, as above, each $6.
Pistols, in cases of the value of $40 or more	Pair	12 00	In Dutch vessels, with certificate, &c., $6.
Gunpowder, prohibited, except Crepe, or fine sporting powder in tin boxes, weighing 2 pounds or less, on special permission	12 per cent.		Direct from Holland, in Dutch vessels, 6 p. ct.
Glass, china, and earthenware	24 do		In Dutch vessels, with certificate, &c., 12 p. ct.
Gold & silver plate, lace, thread, & military ornaments.	24 do		As above, 12 per cent.
Gold and silver coin	Free.		
Gold and silver bullions	Free.		
Hams	24 per cent.		As above, 12 per cent.
Horses and mules	Free.		
Hats	24 per cent.		As above, 12 per cent.
Iron, in bars, pigs, rods, &c.	12 do		From Holland direct, in Dutch vessels, 6 p. ct.
Iron ware and machinery	24 do		In Dutch vessels, with certificate, &c., 12 p. ct.
Jewelry, pearls, and precious stones, set or not, if real.	Free.		
Lumber	12 per cent.		From Holland direct, in Dutch vessels, 6 p. ct.
Leather, and articles of leather	24 do		In Dutch vessels, with certificate of Dutch origin, 12 per cent.
Lead	24 do		
Linen of hemp or flax	24 do		
Musical instruments	6 do		As above, free.
Naval stores, except cordage	12 do		Direct from Holland, in Dutch vessels, 6 p. ct.
Opium, prohibited.			
Provisions, other than those named in this tariff	24 do		Direct from Holland, in Dutch vessels, 12 p. ct.

TARIFF No. 3—Continued.

Articles.	Quantity.	Rate of duty.	Remarks.
Paper	24 per cent.		In Dutch vessels, with certificate, &c., 12 p.ct.
Perfumery	24 do		Direct from Holland, in Dutch vessels, 12 p. ct.
Paints, linseed oil, &c	12 do		In Dutch vessels, with certificate, &c., 6 p. ct.
Pictures, plates, and prints	12 do		As above, 6 per cent.
Pork, salt, smoked, &c	24 do		As above, 12 per cent.
Steel in bars, &c	12 do		Direct from Holland, in Dutch vessels, 6 p. ct.
Steel ware	24 do		In Dutch vessels, with certificate, &c., 12 p. ct.
Stone for building	12 do		In Dutch vessels, with certificate, &c., 6 p. ct.
Marble tiles	12 do		Direct from Holland, in Dutch vessels, 6 p. ct.
Flints, prohibited, unless especially permitted	12 do		As above, 6 per cent.
Segars, Havana	Pound	$0 80	Direct from Holland, in Dutch vessels, 40 cts.
All other kinds, European and American	do	40	In Dutch vessels, with certificate of origin, one-half these duties.
Snuffs of all kinds	do	16	
Saddles and harness, (same as leather.)			
Soap	12 per cent.		Direct from Holland, in Dutch vessels, 6 per cent.
Silver. (See Gold.)			
Silk and silk goods	12 per cent.		
Salt, prohibited.			
Tin and tin ware	24 do		In Dutch vessels, with certificate of origin, 12 per cent.
Tobacco leaf, manufactured	Per pound	6¼	Direct from Holland, in Dutch vessels, one-half of this duty.
Tar. (See Naval stores.)			
Wines, &c. (See Tariff No. 1.)			
All goods not mentioned in this tariff, the products of Europe, America, and Cape of Good Hope	12 per cent.		As above, 6 per cent.

TARIFF No. 4.

Import duties on the products of the Indian archipelago.

Cotton. (See Tariff No. 2.)			
Gambier	Picol (a)	$7 20	When imported in Dutch Indian vessels from Dutch Indian possessions or ports placed on the same footing, without having touched at any foreign port, $4 80 per picol.
Tobacco, leaf or manufactured	Picol	4 00	
Segars	Pound	40	As above, one half these duties.
Wax and wax candles	Picol	8 00	
Gold and silver not coined, and gold dust	Free.		
Jewels, pearls, and precious stones, if real	Free.		
Horses, cows, sheep, &c.	Free.		
All other products of the Indian archipelago, except salt.	6 per cent		As above, free.

TARIFF No. 5.

Import duty on sundry goods, being products of countries east of the Cape of Good Hope, not contained in the foregoing tariffs.

Chinese goods in Chinese junks from China	Per cargo.		
Large junk from Nympho	do	$2,400 00	Provided the cargo consists entirely of goods of Chinese origin. Other goods brought by Chinese junks will be subject to the highest duties on such goods.
Small junk from Nympho	do	1,600 00	
Large junk from Canton	do	2,000 00	
Small junk from Canton	do	1,200 00	
Large junk from Emoey	do	1,600 00	
Small junk from Emoey	do	800 00	
Large junk from Tjienglien	do	1,600 00	
Small junk from Tjienglien	do	800 00	
Chinese goods in other vessels, and not separately mentioned	12 per cent.		Under Dutch flag, direct from place of origin, one-half these duties.
Candles, wax	Picol	8 00	
Cotton goods. (See Tariff No. 2.)			
Clothing, ready made, woolen and cotton	25 per cent.		
silk and linen	12 do		
Copper and copper ware	12 do		
Copper coin, forbidden.			

(a) The picol equal to 136 lbs. avoidupois.

TARIFF No. 5—Continued.

Articles.	Quantity.	Rate of duty.	Remarks.
Coal	6 per cent.		Under Dutch flag direct, &c., free.
Carriages	24 do.		
Carpets. (See Tariff No. 2.)			
Cattle	Free.		
Drugs and medicines	12 per cent.		
Earthen and china ware	12 do		
Elephant's teeth	12 do		
Furniture	24 do		
Fire-works	12 do		
Gauze and crape	12 do		
Gold and silver plate, thread, &c	24 do		
Gold and silver coins	Free.		
Gold and silver bullion	Free.		Under Dutch flag, direct from place of origin, one-half these duties.
Gunny bags	24 per cent.		
Horses	Free.		
Jewelry, pearls, and precious stones, *if* real	Free.		
Lacquered ware	12 per cent.		
Leather	12 do		
Linen, grass	24 do		
Lead and tutenaque	24 do		
Mats and baskets	12 do		
Naval stores	12 do		
Opium, prohibited.			
Oil, cocoanut	6 per cent		Under Dutch flag, direct, &c., free.
Payongs, or paper umbrellas	12 do		Under Dutch flag, direct from place of origin, 6 per cent.
Paints	12 do		
Provisions, beef	24 do		As above, one-half these duties.
All other provisions	12 do		
Paper, writing, and paper hangings	24 do		
Offering paper	12 do		
Rosin and dammer	6 do		As above, free.
Rum and arrack. (See Tariff No. 1.)			
Soya, Japan	12 per cent		Under Dutch flag, direct from place of origin, one-half these duties.
Saltpetre	12 do		
Steel pans	12 do		
Stone, paving, and marble	12 *do*		
Sugar	12 do		
Segars, Manilla	Pound	$0 80	
all other kinds	*do*	40	
Snuff	do	16	
Soap	12 per cent		
Silver. (See Gold)			
Salt, prohibited.			
Silk and silk goods	12 per cent		
Tobacco, leaf	Picol	8 00	
manufactured	Picol	8 00	
Tea	12 per cent		
Wheat	24 do		
Woolen goods. (See Tariff No. 2.)			
Other goods not mentioned above, being the products of countries east of the Cape of Good Hope, and without the Eastern archipelago	12 per cent		

TARIFF No. 6.

Export duties.

Arrack	Free.		
Birds' nests	12 per cent		Under Dutch flag, 6 per cent.
Camphor, Japan	Per tub	$2 80	To Holland, in Dutch vessels, $1 40.
Cotton goods, Japanese	4 per cent.		Under Dutch flag, 2 per cent.
Coffee	Per picol of 125 pounds, 12 per cent.		To Holland, in Dutch vessels, 6 per cent., giving bond for the difference.
Copper, Japan	Per picol	2 80	Under Dutch flag, $1 40.

TARIFF No. 6—Continued.

Articles.	Quantity.	Rate of duty.	Remarks.
Copper coin, Dutch	Free.		
Gold and silver coin, by Chinese, to China	5 per cent		In sums less than $200, for owner's use, free, provided permission be obtained.
In other cases	4 do		
Gold and silver not coined, and Japan cobangs	4 do		Under Dutch flag, one-half these duties.
Horses	Each	$16 00	
Hides, cow	Per 100	3 20	To Holland, in Dutch vessels, one-half these duties.
buffalo	do	2 40	
Indigo	Pound	4	
Jewels, pearls, and precious stones	Free.		
Oil, cocoanut	Picol	1 20	
Ratans	Picol	12	Under Dutch flag, one-half these duties.
Rum, Java	Legger (*a*)	4 80	
Rice	Picol	4	
Spices, cloves	Picol	7 60	To Holland, in Dutch vessels, one-half these duties.
mace	Picol	8 00	
nutmegs	Picol	7 60	
wild nutmegs	4 per cent		
pepper, black	Picol	80	
Sugar, Java, 1st and 2d sorts	6 per cent		As above, free.
brown, and molasses, if, in the opinion of the collector, not suitable for export to Europe or America	Picol	20	Under Dutch flag, free.
Salt	Free.		
Tortoise-shell	4 per cent		Under Dutch flag, 2 per cent.
Tobacco, Java	4 do.		
Tin	Picol	1 60	To Holland, in Dutch vessels, 80 cents.
Tripang	4 per cent		Under Dutch flag, 2 per cent.
Wax	4 do		
Wood, sandal wood	Picol	40	Under Dutch flag, one-half this duty.
Sapan wood	Picol	8	To Holland, in Dutch vessels, one-half this duty.
Goods not mentioned above, being the products of the Indian archipelago	4 per cent		Under Dutch flag, 2 per cent.
Goods, the maximum import duty on which is 25 or 24 per cent	4 do		As above, free.
All other goods	4 do		As above, 2 per cent.

Comparative statement exhibiting the value of imports and exports to and from the United States and the Dutch East Indies, during a period of eleven successive years.

[Made up from United States Treasury Reports on Commerce and Navigation.]

Years.	VALUE OF EXPORTS.			VALUE OF IMPORTS.
	Domestic produce.	Foreign produce.	Total.	
1845	$129,151	$72,007	$201,158	$538,608
1846	40,700	42,842	83,542	480,353
1847	91,902	108,238	200,140	894,982
1848	133,905	107,954	241,859	249,346
1849	280,823	54,118	334,941	354,528
1850	180,533	262,952	443,485	444,404
1851	204,430	43,140	247,570	410,148
1852	142,997	181,185	324,182	1,015,994
1853	202,822	180,884	383,706	384,583
1854	109,203	75,573	184,776	1,041,609
1855	843,111	45,353	888,464	225,308

(*a*) The Legger or Leaguer, equal to 133¼ gallons.

PADANG.

THIS settlement lies on the west coast of Sumatra, and receives its imports almost exclusively from Java. It has no direct importations from foreign countries. Port, harbor, and other commercial regulations the same as at Java, to the government of which island Padang is subordinate.

Under the operation of high tariff duties, especially on American cotton goods, the trade between the United States and Padang is insignificant.

DUTCH GUIANA, OR SURINAM.

THIS colonial territory of Holland comprises an area of 10,400 square miles, and contains a population of nearly 65,000 souls. Its chief products are sugar, coffee, cotton, cocoa, rice, capara, fine woods, gums, drugs, and timber. The quantity of sugar annually exported is stated at about 25,000,000 pounds, and of coffee at about 4,000,000 pounds.

The annual average production of the leading staples of this colony are thus given:

Sugar	28,012,163	pounds.
Rum	92,183	gallons.
Dram (a kind of brandy)	227,965	"
Molasses	1,210,463	"
Coffee	1,355,376	pounds.
Cocoa	151,250	"
Cotton	765,323	"
Annual average value of leading staples	$1,500,000.	

The value of imports into Dutch Guiana in 1853 amounted to $816,474, showing an increase over the imports of the preceding year of $71,473. Of the total amount, there were from the Netherlands $460,482; from the United States $179,236, and from other countries $176,756.

The exports amounted to $1,312,118; showing $101,253 increase over the exports for 1852. Of this sum, $844,103 were sent to the Netherlands, $201,794 to the United States, and $266,221 to other countries.

The principal articles imported into Surinam from the United States are salted fish, amounting in 1853 to $58,892; salted and smoked meat, about $50,000 per annum.

The imports into the United States from Surinam are sugar ($131,052 in amount in 1852), molasses ($53,833), and cocoa ($32,026 in 1853).

In 1853, there arrived 201 vessels, measuring 36,858 tons. Of these, 56, of 18,960 tons, were under the Dutch flag; and 21, of 8,196 tons, American. In the same year there cleared 190 vessels, measuring in the aggregate 36,858 tons; of which 55, of 17,847 tons, were Dutch; 31, of 15,150 tons, American; and the others under the English and other flags.

An analysis of the trade of Dutch Guiana shows that the United States has about one-fourth of the whole commerce of the colony.

CURAÇOA.

THIS island is situated in the Carribean sea, near the coast of Venezuela, and is about 42 miles long, and from 10 to 15 miles broad. The chief staples are tobacco, sugar, indigo, and maize. There are numerous harbors, but that of Santa Anna is considered the best and safest.

The principal merchandise exchanged in the coasting trade of Curaçoa consists of hides, goat-skins, dye-woods, corn, cochineal, sugar, indigo, and hats. The chief article of internal trade is salt, this being the only article manufactured for export.

The following table exhibits, in one view, the general commerce of the island with the United States during three years ending with 1853. It will be seen that the export trade to the United States is yearly increasing, and that in 1853 the increase over 1851 is nearly 100 per cent.

Tabular statement of shipments from the island of Curaçoa to the United States during the three years ending June 30th, 1853.

[Made up from consular returns.]

Denomination of merchandise.	1851.		1852.		1853.	
	Number, weight, or measure.	Value.	Number, weight, or measure.	Value.	Number, weight, or measure.	Value.
Aloes	pounds 20,208	$1,429 48	pounds 11,351	$742 49	pounds 13,345	$887 24
Arrow-root			" 2,084	197 25		
Balsam					pounds 1,710	320 62
Bay water	dozen 6	14 62			puncheon 1	23 20
Barilla	barrels 400	622 50				
Cochineal	pounds 4,352	3,298 37	pounds 9,746	8,801 41	pounds 1,285	1,324 56
Copper	" 9,725	1,495 61				
Cotton			pounds 8,740	982 75	pounds 103	10 87
Divi Divi	bags 1,204	1,545 84	bags 2,231	1,706 24	bags 921	764 62
Goat skins	number 237,000	89,934 09	number 242,887	95,169 54	number 247,685	101,599 80
Guano					barrels 27	101 25
Hats	dozen 1,723	11,461 10	dozen 5,237	33,928 28	dozen 15,912	107,373 70
Hides	number 22,621	39,164 02	number 20,752	38,894 30	number 17,521	39,600 73
Iron					pounds 9,200	28 00
Ivory nuts					" 52,315	1,181 12
Linseed	kegs 3	4 50				
Mahogany			logs 161	375 00		
Old copper			pounds 52,012	4,722 36	pounds 34,110	6,060 71
Orange peel					" 1,600	150 00
Ox horns	number 9,006	330 00	number 1,292	24 08		
Palm leaf	packages 150	11 25			bunches 200	112 50
Pea nuts	barrels 11	14 25				
Pimento			bags 104	669 51	bags 39	212 25
Rum			punch. 120	2,547 74		
Salt	barrels 19,982	5,372 05	barrels 11,011	3,105 46	barrels 43,434	18,185 50
Segars	boxes 232	1,286 12	M. 140	562 37	M. 230	996 74
Sugar			pounds 243,856	5,606 37	pounds 294,247	7,556 99
Sirup					gallons 973	360 01
Tobacco	pounds 3,127	439 50			pounds 24,494	1,892 24
Tortoise-shell					" 114	513 00
Wood	tons 608	6,582 74	tons 757	9,046 52	tons 613	9,846 89
Wool	pounds 7,429	662 13	pounds 24,270	1,784 96	pounds 12,745	1,034 14
		163,668 17		208,866 63		300,136 68

ST. MARTIN.

For the general commerce, port regulations, harbor and tonnage dues of the Dutch part of this island, attention is directed to the consular returns. "Neth. St. Martin, 27th Dec., 1854." Part III.

The following table exhibits the trade between the United States and the Dutch West Indies generally, during a period of eleven consecutive years:

Comparative statement exhibiting the value of imports and exports to and from the United States and the Dutch West Indies, during a period of eleven successive years.

[Made up from the United States Treasury Reports on Commerce and Navigation.]

Years.	VALUE OF EXPORTS.			VALUE OF IMPORTS.
	Domestic produce.	Foreign produce.	Total.	
1845	$304,080	$33,708	$337,788	$363,324
1846	264,647	14,507	279,154	398,056
1847	217,214	16,355	233,569	279,038
1848	316,666	22,147	338,813	453,615
1849	317,066	50,252	367,318	453,099
1850	364,335	56,683	421,018	530,146
1851	366,898	138,089	504,987	572,470
1852	299,679	17,766	317,445	552,561
1853	251,258	18,789	270,047	409,185
1854	371,380	22,065	393,445	534,978
1855	232,640	7,616	240,256	438,841

DENMARK.

DENMARK

DENMARK.

THE customs regulations of Denmark did not assume any fixed or permanent character until towards the close of the last century. No regular system of commercial policy was pursued; and the regulations which, from time to time, were enforced, were issued more with the immediate view of recruiting the treasury of the crown, than with any regard to the encouragement of the industrial or commercial enterprise of the country. High and prohibitory duties were imposed; exclusive privileges were granted by the crown to such companies as were either rich or favored enough to secure them; competition, so essential to success in every pursuit, was prevented; and the industrial energies of the nation, the only true basis of individual as well as of national wealth, were crushed by the monopolizing spirit and grasping cupidity of these privileged associations. They enjoyed the exclusive right of trading, even with the colonists; of supplying their wants; taking in exchange their surplus productions at such valuations and prices as they thought proper to fix and were willing to pay.

About the period already referred to, a better system was gradually introduced. Many of the restrictions which had hitherto contributed to fetter and depress the foreign trade of Denmark were taken off; a new tariff was adopted; and the whole system of regulations was consolidated into the "ordinance 31, Christian VII, dated the 1st of February, 1797, relating to the customs;" which, with the various enactments since adopted, constitutes the basis of the present commercial policy of Denmark.

Under these regulations, a distinction is drawn between privileged and unprivileged nations. The former are those with which, by treaty, convention, or otherwise, a reciprocity and equality of commerce and navigation have been established—such treaty, convention, &c., prescribing the terms on which reciprocity is granted; the latter are subject to extra duties, amounting to as high as 50 per cent. above the rates fixed in the general tariff. To the former class the United States belong; the treaty, by which entire reciprocity and equality of commerce and navigation are guarantied, dating as far back as April, 1826.

The following abstract embraces the principal stipulations of this treaty, so far as it relates to commerce and navigation:

No particular favors in respect of commerce or navigation to be granted to other nations, which shall not become common to the other party, on like or equivalent terms. Commerce and navigation between the two countries to rest on the liberal basis of perfect equality and reciprocity; and the citizens and subjects of each to enjoy all rights, privileges, and exemptions, in the territories of the other, which native citizens or subjects do or shall enjoy; Iceland, the Feroe islands, and Greenland, and the places situated beyond the Cape of Good Hope, and the direct trade between Denmark and the Danish West India colonies, being excepted from the operation of the treaty. Duties to be alike on all manufactures or merchandise of any country that can be lawfully imported into either country, whether such importation be made in the vessels of one nation or the other. Similar equality to exist in respect to exportations or re-exportations from either country, and in the vessels of either. The produce and manufactures of each

country, when imported into either, to be subject to no other or higher duties than similar produce or manufactures of any other country; and this equality to extend to exports from either country to the ports of the other.

Article 5th stipulates that neither the vessels of the United States nor their cargoes shall, when they pass the Sound or the Belts, pay higher or other duties than those which are or may be paid by the most favored nation.

In the intercourse between the United States and the Danish West India colonies, it is agreed that whatever can be lawfully imported into or exported from the said colonies, in vessels of one party, from or to the ports of the United States, or from or to the ports of any other foreign country, may, in like manner, and with the same duties and charges applicable to vessel and cargo, be imported into or exported from the said colonies in vessels of the other party.

The treaty to continue in force ten years, with the usual stipulation for twelve months' notice if either party should desire to terminate it after that period.

The following table exhibits the general navigation of Denmark, including the duchies of Schleswig and Holstein, with foreign countries and the Danish possessions, in 1844:

Countries.	SAILING VESSELS.			STEAM VESSELS.	
	Vessels entered.	Vessels cleared.	Total tonnage.	No. of vessels.	Tonnage of freight.
France	46	43	10,323	23	1,210
England	1,099	1,513	245,248	11	650
Norway	2,241	2,400	199,063	66	340
Sweden	1,976	1,897	174,999	140	527
Russia	305	350	96,531	27	1,510
Prussia	584	617	90,545	58	1,157
Hanover, Mecklenburg, Oldenburg, Heligoland	3,311	3,426	90,922	33	290
Altona	3,504	3,230	137,976	360	----------
Hamburg	2,227	2,382	75,068	188	18
Lubeck	475	437	17,163	56	326
Bremen	116	110	9,436	------	----------
Holland and Belgium	175	260	38,097	------	----------
Spain, Portugal, Italy	25	15	7,045	------	----------
America and Danish West Indies	62	58	30,279	------	----------
Iceland, Feroe, Greenland	104	114	22,916	------	----------
Great Fishery	378	365	20,806	------	----------
Total	16,628	17,217	1,266,417	962	6,028

From the preceding table, it will be seen that the general foreign navigation of Denmark, in 1844, employed 33,845 vessels, measuring 1,266,417 tons, and, as appears from official returns, floating 765,475 tons of merchandise.

It may be interesting to inquire to what extent the national flag of Denmark participated in this general movement. The total number of vessels which entered and cleared on foreign voyages in 1844, was 33,845, with a tonnage of 1,266,417 tons, and conveying 765,475 tons of freight. Of these vessels, there were under the Danish flag 22,275, with a tonnage of 717,891 tons, and conveying 459,079 tons of freight. Thus, Denmark had—

1st.	In the number of vessels	65.8 per cent.
2d.	In the tonnage	52.7 "
3d.	In the cargoes	60 "

Leaving for all other nations:

1st.	In the number of vessels	34.2 per cent.
2d.	In the tonnage	47.3 "
3d.	In the cargoes	40 "

The aggregate tonnage of vessels employed in the trade between the United States and Denmark in 1844, was 3,448 tons.

The value of imports from Denmark to the United States was	$6,063
The value of exports to Denmark from the United States was	112,834
Total trade in 1844	118,897
Total trade in 1855	$81,372

From official returns of the foreign trade of Denmark, it appears that in 1847 the imports and exports united amounted to $46,500,000; a sum nearly equally divided between Denmark proper and its dependencies. In estimating the true relative value of this commercial movement, we must bear in mind that the kingdom proper contains a population of 1,350,000 inhabitants, and comprises an area of 683 Danish superficial miles;(*a*) while the duchies contain a population of 842,000 souls, spread over an area of only 318 Danish miles. Thus, the latter, with a territory less than one-half, and a population more than one-third less, contributes more than its proportionate share to the general commerce of the country. The importance which Denmark attaches to the sovereignty of the duchies is thus accounted for. They are not only the granaries from which her cereal supplies are obtained, but they also constitute the commercial conduits through which her principal products—live cattle, horses, &c.—pass to a market. The loss of the duchies would, besides, inflict an irreparable injury upon Denmark, by cutting off the enormous revenue which she has so long derived from the Sound dues; as, in the event of a separation, the Schleswig-Holstein canal would soon become the principal route to the Baltic.

The description and quantities of merchandise which constitutes the chief basis of the exchanges between Denmark and foreign countries, for any one year of average commercial activity, will furnish the most accurate standard by which to judge of the present or prospective importance of the trade between that kingdom and the United States. Data from which to calculate, even approximately,(*b*) the value of importations, is not at hand. The value of

(*a*) The Danish miles are given as found in the authorities from which these facts are condensed, and because they will suffice for the purpose of comparison. Denmark and dependencies in Europe contain an area of 1,031.075 geographical miles, and a population of 2,296,587, exclusive of Greenland, Iceland, and the Feroe islands.

(*b*) A valuation based upon such data as is possessed may, however, be attempted. We find that the duties levied on importations for the year 1847 reached as high as $2,685,654, or, in round numbers, $2,500,000. Allowing 12 per cent. on the imports as the amount of duties, we have as their value for that year over $20,000,000.

the exports, as registered in the Danish custom-houses, is more accessible, and will be found under its proper head in the following tables.

Of the $2,685,654 which is found under the column of duties on imports, the portion received in the custom-houses of Denmark proper amounted to $1,806,246, and that which was levied in the duchies reached $879,408. While this latter sum is less than 50 per cent. of that received in Denmark proper, we must not infer that importation into the duchies was in the same proportion. On the contrary, the table which follows will show that, in general, they import more—in some cases 100 per cent. more—than the kingdom proper. The disproportion in the amount of duties results from the operation of different tariffs; that of Denmark proper being much higher than the tariff applicable to the duchies of Schleswig and Holstein. (*a*)

General statement of imports into Denmark and dependencies in 1847, *with amount of duties.*

Description of merchandise.	Measure or quantity.	Imported into Denmark.	Imported into Duchies.	Total.	Amounts of duties.
Cottons	Kilogrs. (*a*)	497,000	588,000	1,085,000	$325,500
Sugar and sirups	do	9,996,000	6,078,000	16,074,000	291,090
Woolens	do	339,000	217,000	556,000	255,378
Wood	Cubic feet	2,149,000	1,305,000	3,454,000	208,506
Coffee	Kilograms	3,309,000	3,269,000	6,578,000	159,588
Iron, unmanufactured and manufactured	do	11,489,000	9,073,000	20,562,000	125,178
Wines	do	15.000	16,000	31,000	124,434
Salt	Hectolits. (*b*)	9,185,000	6,821,000	16,006,000	83,886
Brandy and other spirits	Kilograms	15,000	8,000	23,000	83,886
Tobacco	Tons	1,687,000	2,138,000	3,815,000	77,376
Coal	Kilograms	327,000	287,000	614,000	51,336
Cloths, linen	do	324,000	288,000	612,000	49,476
" silks	do	15,000	22,000	37,000	43,338
Cotton, raw and spun	do	760,000	614,000	1,374,000	39,060
Tea	do	226,000	107,000	333,000	34,596
Glasswares	do	754,000	1,012,000	1,766,000	31,248
Pottery	do	548,000	410,000	958,000	28,830
Hemp and flax	do	2,057,000	498,000	2,555,000	23,994
Rice	do	1,305,000	1,057,000	2,362,000	18,228
Fruits	do	685,000	603,000	1,288,000	16,740
Paper	do	172,000	162,000	334,000	13,020
Skins and hides tanned	do	280,000	400,000	680,000	9,114
Yarn, cotton	do	52,000	110,000	162,000	8,184
" woolen	do	17,000	38,000	55,000	3,348
Other articles					580,320
Total duties collected					2,685,654

The authorities from which the preceding table is compiled omit the countries from which the different articles were exported. The United States Treasury Report for 1847, however,

(*a*) Altona, in the duchy of Holstein, the most important commercial city in Denmark, next to Copenhagen, is a free port; and all goods may be landed and stored without any other charges than port dues.

(*b*) Kilogramme=2.20 pounds. (*c*) Hectolitre=26.4178 gallons.

furnishes data to supply the omission as respects this country. From that document the following statements are derived:

American tonnage:	Entered the United States from Denmark	none	
	Cleared from the United States for Denmark	216	tons.
Foreign tonnage:	Entered the United States from Denmark	717	"
	Cleared from the United States for Denmark	2,274	"
	Total, entered and cleared	3,207	"

Exports from the United States to Denmark in 1847.

Description of merchandise.	Quantities.	Values.
Tobacco ----------lbs--	2,119	$210 00
Spirits of turpentine----galls--	7,756	2,708 00
Rice ----------tierces--	5,629	115,525 00
Cotton (raw) ----------lbs--	660,732	62,609 00
Rye and other grains----------	----------	6,000 00
Flour ----------bbls--	17	131 00
Rosin and turpentine----do---	155	455 00
Whale and other fish oil, galls--	33,330	11,238 00
Sundries ----------	----------	5,019 00
Total----------	----------	203,895 00

It appears that the United States supplied Denmark, in 1847, with all the rice imported into that country, and a large share of the raw cotton, spirits of turpentine, fish oil, grains, &c. Wines and spirits are chiefly imported from France, either direct or by way of Hamburg, and cottons almost exclusively from England.

The following table exhibits the value of exports from Denmark and the duchies to all foreign countries, during the years designated. The values are given in francs, each equal to 18.6 cents:

Description of merchandise.	1844.	1845.	1846.	1847.
Cereals----------	34,471,000	41,885,000	46,818,000	55,714,000
Live animals----------	12,240,000	12,498,000	11,730,000	11,656,000
Butter ---------- -----	9,152,000	8,800,000	11,708,000	9,956,000
Bacon, &c-------- ----	882,000	1,522,000	1,802,000	1,670,000
Hides and skins-------	2,177,000	2,710,000	1,720,000	1,815,000
Seeds ----------	1,247,000	1,168,000	1,095,000	1,225,000
Wool, raw----------	1,142,000	779,000	586,000	1,672,000
Salted provisions ------	401,000	693,000	451,000	730,000
Bones----------	350,000	350,000	263,000	307,000
Totals----------	62,062,000	70,405,000	76,173,000	84,745,000

The following suggestion is found in a commercial report recently issued under the direction of the French government, which may be found useful to others besides the French merchants engaged in the trade with the countries of northern Europe:

"In the northern nations, especially Denmark, Sweden, and Norway, there is an active demand for a beverage extensively used in those countries, which our merchants engaged in supplying them with *liqueurs* might, advantageously, imitate. It is a mixture known among the northern people as *gammel Fransk viin*, (old French wine,) and composed of white wine, rum, sirup, and spices. This kind of *negus* is highly esteemed by a people who have no relish for liquors, unless they are highly sweetened."

In 1850 there was published, by order of the Danish government, a statistical report of the commerce and navigation of Denmark proper for the year 1848. From this publication, it appears that though Denmark was involved in difficulties with the Germanic Confederation during the year 1848, the general commerce of the kingdom suffered no sensible diminution. This was mainly owing to the geographical position, as well as to the military marine of Denmark, by means of which she was enabled to blockade most of the German ports, and thus give free scope to her own merchant flag. Cut off from the German markets, from which she usually draws her supplies of articles of first necessity for her manufactures, she sought for new channels through which to supply her wants; and, at once, found England already waiting to avail herself of the difficulties in which she was embroiled. Hence, the principal foreign trade of Denmark, during this year, was carried on with England.

The number of vessels employed in the foreign trade of Denmark in 1848 was as follows:

Entered	Vessels	7,003	Tonnage	333,747
Cleared	"	7,316	"	358,832
Total		14,319	"	692,579

The tonnage of merchandise was 480,240 tons.

From North and South America there entered, during the same year, 61 vessels of 12,820 tons; while there cleared 67 vessels of 15,368 tons, of which there were 18 vessels of 3,736 tons under a foreign flag.

The value of the imports and exports from all countries, in 1848, as compared with 1847, was as follows:

1848.—Imports	$13,021,860	
Exports	8,076,678	
Total trade in 1848		$21,098,538
1847.—Imports	$13,597,716	
Exports	7,015,362	
Total trade in 1847		20,613,078
Increase in 1848		485,460

Of the above figures, the trade of Copenhagen, alone, absorbed:

1848.—Imports	$9,808,524	
Exports	1,463,262	
Total trade of Copenhagen in 1848		$11,271,786
1847.—Imports	$9,069,360	
Exports	1,815,360	
Total trade of Copenhagen in 1847		10,884,720
Increase in 1848		387,066

The following table exhibits the trade between the United States and Denmark during the year 1848:

Navigation and Commerce.

Entered the U. S. from Denmark..	1,494 tons.	Imports from Denmark.....	$19,617
Cleared from the U. S. for Denmark	3,438 "	Exports to Denmark	181,913

Principal exports of domestic produce and manufactures from the United States to Denmark in** 1848 **and** 1855, **together with the total value of exports of foreign produce and manufactures, compared.

Description of merchandise.	1848.		1855.	
	Quantities.	Values.	Quantities.	Values.
Boards, plank, and scantling	M. 35	$380	----------	----------
Whale and other fish oil	gallons 5,977	2,018	galls. 1,920	$3,616
Rosin and turpentine	barrels 1,250	1,198	bbls. 4,306	18,845
Ashes, pot and pearl	tons 39	3,886	----------	----------
Flour	barrels 56	350	----------	----------
Rice	tierces 7,304	147,688	trs. 770	19,263
Cotton (raw)	lbs. 69,020	7,944	lbs. 209,186	20,971
Tobacco, manufactured	" 2,814	250	" 11,728	1,741
Spirits from molasses	gallons 2,137	876	----------	----------
Wearing apparel	----------	40	----------	----------
Unenumerated	----------	31	----------	6,560
Foreign produce and manufactures	----------	17,864	----------	8,675
Total	----------	182,525	----------	79,671

Of the general exports from Denmark during 1848, England received 50 per cent.; and of grains, as high as 65 per cent.; while in 1847 the proportion exported to Great Britain was only 36 per cent. of the whole. The exports to the United States were:

Woolen and worsted yarns	$856
Hosiery	562
Bristles, 3,138 lbs	1,110
Rags, 53,290 lbs	1,614
Coal, 96 tons	410
Unenumerated, paying a duty of 5 per cent	9,457
" " " 20 "	2,594
" " " 30 "	241
Sundries	2,773
Total	19,617

Copenhagen, as already remarked, absorbs about 80 per cent. of the entire trade of Denmark. In 1851 there entered at this port 321 steam-vessels, propelled by engines of 44,865 horse-power aggregate, and floating 4,700 tons aggregate of merchandise, viz:

From Prussia	520 tons.	From Wismar	1,008 tons.
" England	978 "	" Elsewhere	506 "
" Lubeck	1,688 "		

The chief imports into Copenhagen from foreign countries in 1851, were iron, coal, cabinet-makers' and other wood, fire-wood, and heavy merchandise. From the United States and Cuba there entered 15 vessels, of 3,158 tons measurement, and with 2,884 tons merchandise; and from the Danish West Indies, 34 vessels, of 8,670 tons measurement, and with 8,632 tons merchandise.

The imports of sugar were as follows:

From Danish West Indies	5,500,000	kilogrammes. (*a*)
" Brazil	1,500,000	"
" Cuba	2,750,000	"
" Java	650,000	"
" Entrepots of Europe	100,000	"
Total	10,500,000	"

Imports of coffee were from Brazil, Hayti, and European entrepots, 5,250,000 kilogrammes; of which there were exported from Copenhagen 500,000 kilogrammes, leaving 4,750,000 kilogrammes for consumption.

The value of the foreign commerce of Denmark for 1852 is exhibited in the subjoined table:

Countries.	IMPORTS. Values in rixdolls.(*b*)	EXPORTS. Values in rixdollars.
England	6,026,966	10,597,712
Hamburg	11,942,847	7,686,092
Sweden and Norway	4,633,987	5,911,413
Transit through Kiel	3,150,513	----------
United States (*c*)	4,465,668	171,603
Lubeck	2,215,791	751,943
Danish West Indies	1,584,917	374,506
Iceland, &c	1,377,990	695,110
Russia	2,549,398	329,368
Prussia	1,112,976	1,058,236
Belgium and Holland	1,045,729	1,432,369
Mecklenburg	282,028	351,971
France	630,575	177,088
Altona	3,526,174	3,590,286
Ports on the Mediterranean	387,297	17,980
Hanover and Bremen	1,135,364	434,379
East Indies and China	505,395	45,171
Other countries	236,782	784,119
Total in rixdollars	46,810,397	34,409,346
Total in U. States currency	$24,497,441 10	$18,007,557 74

(*a*) 2.20 lbs. each.

(*b*) Equal to about 52.33 cents.

(*c*) This must include the indirect as well as the direct commerce between Denmark and the United States. The "imports" for 1852, according to United States Treasury Report, are only $115,652, and the "exports" $16,611.

Statement exhibiting the character, quantities, and values of domestic products of the United States, together with the total values of foreign products, imported into Denmark from the United States in 1854 *and* 1855.

Description of merchandise.	1854.		1855.	
	Quantities.	Values.	Quantities.	Values.
Oil, spermaceti	gallons 365	$485	galls. 1,920	$3,616
Whalebone	lbs. 4,047	1,416	lbs. 3,033	1,213
Candles, spermaceti			" 358	104
Manufactures of wood		191		297
Rosin and turpentine	bbls. 990	3,315	bbls. 4,306	18,845
Flour	" 6	67		
Biscuit			bbls. 3	30
Rice	tierces 4,324	74,974	tierces 770	19,263
Cotton	lbs. 32,983	3,346	lbs. 209,186	20,971
Tobacco	hhds. 13	1,368		
Spirits from molasses	galls. 1,800	938		
Spirits of turpentine	" 1,800	1,000		
Tobacco, manufactured	lbs. 800	166	lbs. 11,728	1,741
Shoes, India-rubber			pair 6,000	4,519
Miscellaneous		604		397
Total domestic products.		87,870		70,996
Total foreign products		23,547		8,675
Total trade		111,417		79,671

The Danish merchants no longer import tobacco from the countries of its production. In 1848 there were 2,032,387 kilogrammes imported, at a value of about $469,966 20, principally from Holland, Bremen, and Hamburg, where select cargoes can at all times be purchased.

These markets are supplied chiefly from the United States. From Cuba, Denmark imports annually about 12,250 kilogrammes—say 27,000 lbs. of cigars. There are no restrictions of any kind on the sale of tobacco in Denmark; and under the moderate duty, (*a*) direct importations from the United States could not fail to be profitable. In the article of cigars, at least, there is no reason why the United States could not successfully compete with Cuba.

The quantities of tobacco exported direct from the United States to Denmark during the four years specified, were as follows:

1852.—Unmanufactured	15 hhds.;	value,	$1,150
Manufactured	3,085 lbs.	"	539
1853.—Unmanufactured	none		
Manufactured	9,248 lbs.	"	1,404
1854.—Unmanufactured	13 hhds.	"	1,368
Manufactured	800 lbs.	"	166
1855.—Unmanufactured	none		
Manufactured	11,728 lbs.	"	1,741

(*a*) Leaf or unmanufactured, 89¾ cents per 110¼ lbs.; manufactured, $3 15 per 110¼ lbs.

So long, however, as any duty is imposed in Denmark higher than that levied on similar merchandise in Hamburg and the other Hanseatic towns, viz: from ½ to ⅔ of 1 per cent., they will continue, more especially Hamburg, to be the entrepots from which Denmark will have to draw her supplies of such colonial produce as her own islands in the West Indies cannot furnish.

Cereal produce constitutes the leading staple of Danish exports, and forms the chief basis of her exchanges with foreign countries. Indeed, Denmark may be considered an exclusively agricultural and maritime country. Such, at least, is the predominant feature of her national character. In 1851 the entire exports of the kingdom amounted to upwards of $7,500,000. Of this sum, cereals appropriated $4,500,000. The commerce of the kingdom and the duchies for the year 1852, imports and exports, reached the sum of $42,450,310 90; and the proportion of cereals in the export trade was about equal to that of the preceding year.

During the past ten or twelve years, however, manufactures have made considerable progress in the kingdom and the duchies; and, were the obstacles removed, with which this branch of national industry has to contend, the most oppressive of which are royal and privileged monopolies, and heavy consumption duties, that progress would be still more encouraging, and its influence more perceptibly felt in the augmented wealth and increased commercial prosperity of Denmark.

The following brief summary of the present state of manufactures in this kingdom is condensed from recent Danish official publications, and is given for the purpose of showing the extent to which Denmark must rely on the workshops of other nations for the necessary supplies for her 2,500,000 subjects.

Woolens.—The woolen manufactures of Denmark are coarse, and of a very inferior quality. The chief factories are those of Neumunster, in the duchy of Holstein. The proportion which these manufactures bear to the quantity annually consumed in the kingdom may be seen from the following statement:

Foreign woolens consumed in 1846	95,900 lbs.
" " in 1847	145,000 "
Neumunster woolens consumed in 1846	36,700 "
" " in 1847	88,000 "

Besides these woolen cloths, Denmark consumes large quantities of other manufactures of wool, particularly such as are suitable for women's apparel. These are all imported. During the two years above named, this class of imports reached as high as 320,000 lbs. each year, yielding a revenue to the government of nearly $10,000.

Cottons.—The manufacture of cottons was introduced in Denmark about forty years back, but its progress was slow and inconsiderable until within the past ten years. At Copenhagen there were manufactured from 1835 to 1840 about 800,000 Danish ells(*a*) per annum from cotton twists supplied from English markets. Since 1840 the custom-house declarations indicate a large augmentation in the quantity of spun cotton (twist) imported. In 1844 it reached as high as 911,000 Danish livres. (*b*)

The manufacture of printed cottons has been attempted, but the experiment has but indifferently succeeded; indeed, its present continuance is owing to high protective duties. The chief cotton manufactures may, therefore, be said to consist of old-fashioned, heavy, coarse pieces, brought through the loom by a process at once slow and expensive. There is but one factory in the kingdom—that at Nyhavn—where modern improvements are introduced. The success which has so far attended the operations at this factory may eventually create an extensive demand in Denmark for American cotton.

(*a*) About 2.26 feet.

(*b*) The Danish livre is a fraction over 1 lb. avoirdupois.

How far these factories fall short of the demands for home consumption may be gathered from the following figures:

Cotton cloths imported into Denmark proper from 1846 *to* 1850.

1846	1,120,000 lbs.
1847	1,010,000 "
1848	730,000 "
1849	1,160,000 "
1850	1,220,000 "

These importations were destined for the kingdom proper. The quantities imported for consumption in the duchies cannot be ascertained; but their relative consumption of such manufactures considerably exceeds that of the kingdom proper.

Paper.—At Strandmollen and Silkberg there are several flourishing paper-mills; but the prices rule so high, that, despite the protective duties, paper figures largely in the imports from foreign countries. In 1850 there was imported 217,563 kilogrammes, valued at $58,139 88.

Sugar.—Sugar refineries have reached a high state of prosperity in Denmark. Of upwards of 12,000,000 lbs. of refined sugar consumed in the kingdom, or exported, but little is imported from foreign countries. Raw sugars, however, constitute an important item in the importations of the country; indeed, it is known that if we except England, there is more sugar consumed in Denmark, in proportion to its population, than in any other country in the world. In 1850 raw sugar imported reached 13,186,233 kilogrammes, valued at $1,615,931 65. Of this, there was imported direct from the United States only 77,253 lbs., valued at $3,192.

Porcelain.—There is a factory at Copenhagen, under government monopoly, for manufactures of this description. It contributes but little, however, either to the revenues of the country or the wants of the people. The manufactures are of beautiful fabrication and brilliant colors, but they are not considered durable. Notwithstanding a high protective duty, the markets of Denmark are supplied with manufactures of porcelain from France. In 1850 there was about 40,000 lbs. imported.

Distilleries.—This is the most flourishing branch of manufactures, both in the kingdom and in the duchies. Nearly all the spirits produced in these establishments are from grain. The excise duty, or impost, derived from the distilleries, forms a large item in the revenue of Denmark.

In 1850 they produced 21,262,678 Danish cans(*a*) of spirituous liquors. During the same year, 2,492 gallons of spirits from molasses were imported direct from the United States, at a value in the home market of $1,009.

Breweries.—The number in Denmark is not known, officially; but they cannot add much to the internal wealth of the kingdom, as their annual consumption of malt does not exceed 700,000 pounds.

In 1850 there were imported direct from the United States 14,617 pounds of hops, valued at $585.

Glass-works.—There are four establishments in the kingdom, four in Schleswig, and one in Holstein. They are chiefly devoted to the manufacture of bottles, of which they produce, annually, upwards of 3,000,000.

Ship-building.—The principal ship-yards in the kingdom are at Copenhagen and Elsinore, and are chiefly used in the repair of vessels. At Apenrade, a capacious port opening into the Little Belt, vessels of the largest class are built. In 1846 twelve vessels, and in 1847 fifteen were built at this place. In the former year, thirty large class vessels, belonging to this port, entered the harbors of Rio de Janeiro and Montevideo.

(*a*) Over one quart each.

Foundries.—Prior to the separation of Norway, Denmark drew all her supplies of iron from that country. Since that event, the efforts to obtain sufficient supplies, even for maritime purposes, have not been crowned with success. The geological formation of the country is not such as to furnish minerals; hence, with the exception of building materials, but little is left for the miner to develop. There are, however, foundries at Carlshytte, near Rendsburg, which employ upwards of 250 hands, and produce, annually, 200,000 pounds of iron; one at Copenhagen, of about equal annual produce, from which considerable quantities of anchors, chains, &c., are obtained; and several others, distributed throughout the duchies, at Altona, Kiel, Flensburg, and Ottensen. Near Elsinore there is a foundry for the manufacture of fire-arms, which produces, annually, about 2,000 muskets.

Besides the manufacturing establishments above enumerated, there are in the kingdom 200 tan-yards, and 60 tan-mills, yielding, annually—the latter, 2,500,000 lbs. of ground tan; and the former, 3,080,000 tanned hides. In addition to these, there are 88 currying establishments, in which 164,000 lbs. of skins are annually prepared for hosiery and other uses. At Altona 600,000 lbs. of candles are manufactured each year; 100,000 lbs. of refined wax are annually produced in the kingdom and duchies; soap, oils, chemicals, gunpowder, &c., but the manufacture of these last-named articles is so inconsiderable as scarcely to affect importations from foreign countries.

The only manufactures in Denmark which yield a supply equal, or nearly equal, to the home consumption, are those of refined sugars and tobacco. The former is fully adequate to meet the demands of the home market; and the latter, augmented to some extent by imports from the United States and Cuba, equally so. The quantities annually imported from these countries have already been given. Altona counts 28 tobacco factories, employing 488 hands, and producing, annually, 1,062,068 lbs. of tobacco, 106,487 pounds of snuff, and 12,000,000 cigars. At Copenhagen 425 workmen are employed, and the annual produce reaches 1,000,000 lbs. of tobacco, and 10,000,000 cigars. Besides these, there are other tobacco factories, at Flensburg in Schleswig, and Kiel in Holstein, which contribute largely towards the national supply. It has been already shown whence Denmark obtains her supplies of unmanufactured tobacco, and why her manufacturers are forced to purchase it at *second hand* in the neighboring entrepots, instead of importing direct from the countries of production.

It will be easily seen, from the preceding summary, how much Denmark still depends on foreign countries for the supply of her most essential wants. Since she has been induced to profit by the example of England, and other neighboring countries, in abolishing the duty on raw cotton, her spindles have multiplied, and she is now learning to depend on her own capital and industry for the spun cottons which she has heretofore derived, and which, to a great extent, still derives, from the English spinning factories. A similar modification in her tariff in respect to unmanufactured tobacco, and other raw material not grown on her soil, would tend not only to augment the importations of such produce from the producing countries, but would eminently contribute to attract investments of her own capitalists, multiply her manufactured productions, and enable her to become an exporter of the same descriptions of merchandise which have so long been an annual drain upon the wealth of the kingdom, and a heavy drawback upon the industry of the people. A more apposite illustration of this truth cannot be found than that which the general returns of trade, for any one year, will furnish.

Her average annual imports are about $15,000,000 in value, a large portion of which sum is absorbed by manufactured articles, or articles half-manufactured, such as cotton twists, &c.; while her annual exports scarcely cover half that sum, (say $7,000,000,) two-thirds of which are derived from cereals and other agricultural produce. Until the manufacturing industry of Denmark receives greater encouragement from the government, the heavy disproportion between imports and exports which the above figures exhibit, or, in other words, the ruinous balance of trade against Denmark, in her commercial relations with foreign countries, must continue to exist.

Comparative statement of the commerce of the United States with Denmark, exhibiting the value of exports to and imports from each country, and the tonnage of American and Danish vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$124,666	$20,501	$145,167	$22,429	----------	1,040	1,157	2,116
1846	97,746	23,496	121,242	1,313	----------	666	281	1,393
1847	198,952	4,943	203,895	475	----------	216	717	2,274
1848	164,661	17,252	181,913	19,617	379	763	1,115	2,675
1849	55,138	----------	55,138	19,204	522	----------	384	1,681
1850	165,874	20,706	186,580	527	396	502	592	3,232
1851	92,257	19,540	111,797	38,887	----------	199	544	2,086
1852	93,009	22,643	115,652	16,611	----------	374	748	3,916
1853	82,903	----------	82,903	----------	350	332	----------	2,174
1854	87,870	23,547	111,417	8,097	----------	714	567	1,894
1855	70,996	8,675	79,671	1,701	----------	1,216	----------	1,027

DANISH WEST INDIA COLONIES.

Prior to the year 1833, the trade between the United States and St. Croix was not regulated by any law or act of the Danish government. The inhabitants were at first allowed, by the local authorities, a limited quantity of sugar or molasses from their estates, to exchange for provisions. Afterwards they were permitted to purchase one-half of their supplies in this way; and, finally, the privilege was extended so as to enable them to purchase from foreigners all they needed for the supplies of their plantations.

St. Thomas was at the same time opened as a free port for the trade of all countries, and, in consequence, became the emporium of an extensive commerce. The duties upon imports and exports are moderate, not exceeding $1\frac{1}{4}$ per cent. ad valorem; and port charges do not exceed 19 cents(*a*) per ton. At St. Croix, however, vessels employed in the foreign trade, even if they do not take a pilot on board, are compelled to pay half-pilotage. The full charge is $1 per foot of the vessel's draught, in and out.

In 1832 an ordinance of the King of Denmark, dated at Copenhagen, prescribed regulations for foreign navigation and commerce with St. Croix. This was superseded by an ordinance of June 30th, 1850, published at St. Croix 15th of August of the same year, and which is now in force.

Section 1 provides that all vessels, native or foreign, both from national and foreign ports, may trade to St. Croix, and there discharge and load at the two ports of entry, Christiansted and Fredericksted.

Section 2. Vessels belonging to the Danish West India islands, trading between Denmark and the colonies, shall enjoy, in future, the same rights and privileges as vessels belonging to the mother country.

(*a*) This does not apply to vessels from European ports, which pay forty-five cents per ton. The distinction is, probably, made to encourage the introduction of provisions, rather than the fancy articles and liquors introduced from Europe. [See Consular Return from St. Thomas, May 2, 1854, Part III.]

Section 3. Every vessel is to pay tonnage dues according to its tonnage, both on entering and leaving, at the following rates: If the vessel discharge or load to the amount of one-half its tonnage, and above, per commercial last 30 cents; if it discharge or load from one-quarter to one-half of its tonnage, per commercial last 20 cents; if it discharge or load less than one-quarter of its tonnage, per commercial last 10 cents. All vessels not discharging or loading are exempt from tonnage dues, as well as vessels belonging to the Danish West India islands, when trading between St. Croix and the other two islands.

If tonnage dues are paid at one of the custom-houses of this island, or at St. Thomas, additional tonnage dues are to be paid only in case the vessel should again discharge or load, during the same voyage, goods to such an amount that, together with the previous amount discharged or loaded, it shall reach a quantity on which a higher tonnage due is fixed.

At Christiansted vessels are further to pay one-half the amount of tonnage dues, at the above rate, for keeping the harbor with wharves and other appurtenances in repair. (*a*)

The 5*th section* provides that, within twenty-four hours after the vessel has been brought to anchor, the whole cargo, whether intended to be discharged or not, shall be entered at the custom-house, specified, and in writing. If the whole cargo is not to be discharged, the remainder shall, on the vessel's clearing out, be entered for export in the same manner. For duties on imports and exports, articles free of duty, and regulations relative to the trade of St. Croix, reference is made to the tariff, in its proper place, (Part II.)

Comparative statement of the commerce of the United States with the Danish West Indies, exhibiting the value of exports to and imports from each country, and the tonnage of American and Danish vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$833,503	$160,926	$994,429	$760,809	28,312	28,920	1,669	1,457
1846	959,452	166,464	1,125,916	752,614	29,018	27,964	969	1,875
1847	836,672	152,631	989,303	846,748	23,898	22,156	2,900	4,315
1848	876,969	76,874	953,843	585,738	19,781	25,579	1,890	4,065
1849	727,197	54,149	781,346	339,141	12,466	25,397	3,514	5,426
1850	867,140	114,818	981,958	267,459	12,940	19,375	956	2,690
1851	902,687	125,602	1,028,289	235,894	10,386	18,233	5,052	4,175
1852	810,439	120,697	931,136	191,745	14,292	20,408	9,062	6,581
1853	913,481	41,160	954,641	184,497	11,618	14,032	4,965	9,571
1854	928,924	34,026	962,950	286,044	12,749	22,846	6,992	7,984
1855	843,111	45,353	888,464	225,308	12,145	24,247	6,441	5,120

(*a*) The vessels of the United States arriving at Fredericksted, St. Croix, from July the 1st to December 31st, 1853, were 8 brigs, 3 barques, 2 schooners. The aggregate value of their inward cargoes was $49,902, and that of the outward cargoes $22,452. There arrived during the same period at Christiansted, 7 brigs and 2 schooners under the American flag. Value of cargoes not stated.

NOTE.—For the descriptions of merchandise entering into the trade between the United States and the Danish West India islands, see Consular Returns, "St. Croix, 14th June, 1854," Part III.

THE SOUND DUES.

Connected with the commercial relations which exist between the United States and Denmark, is the question of Sound dues, to which subject the 5th article of the treaty of 1821 relates. This has long been a *vexata questio* between the two governments. It still continues to be a subject of diplomatic discussion; and is fully laid before Congress in a communication from the Department of State, under date of May 30, 1854. (*a*)

In 1848, the Danish Minister of Foreign Affairs admitted to our representative near the court of Denmark that "the principle upon which those dues are collected cannot be defended;" yet, the final settlement of the question has been put off, from time to time, under various pretexts, although the government of Denmark has been, more than once, officially notified that "the United States have thus long submitted to the exaction from deference and respect for Denmark; but it cannot be expected, great as is our regard for that ancient and respectable power, that we shall submit to it much longer."

The 10th article of the treaty of 1826 stipulates as follows: "The present convention shall be in force for ten years from the date hereof; and further, until the end of one year after either of the contracting parties shall have given notice to the other of its intention to terminate the same; each of the contracting parties reserving to itself the right of giving such notice to the other, at the end of the said term of ten years; and it is hereby agreed between them, that, on the expiration of one year after such notice shall have been received by either, from the other party, this convention, and all the provisions thereof, shall altogether cease and determine."

The notice required by the foregoing article has been given by the government of the United States,(*b*) and it is believed that no new treaty will be entered into with the government of Denmark, without a special article stipulating that vessels of the United States, in passing and repassing the Sound and the Belts, shall be forever exempt from the payment of any duties, either upon their tonnage or their cargoes.

In the communication to Congress from the Department of State, already referred to, the history of the Sound dues is thus given: (*c*)

"The date of the origin of the Sound tolls has never been, as far as is known to this government, authentically ascertained. They are presumed to be the relics of exactions by the Norman pirates of the dark ages. As civilization advanced, they were enforced upon the plea of protecting the lucrative herring-fishery at Schonen. The coasts of the three straits (Skaggerack, Cattegat, and the Sound) were owned by Denmark until 1658, (with the exception of thirty-six years in the 14th century,) when, by the treaty of peace of Rothschild, the east coast of the Great Belt, including the fortifications of Helsingburg, was transferred to Sweden, and is still owned by her. The right of sovereignty upon which Denmark presumed, in consequence of her ownership on either side of this connecting link of ocean water, necessarily ceased after this occurrence, even if it had been before in the slightest degree in conformity with national law. But, nevertheless, she persisted at Cronberg, the key to the Sound, in extorting large sums from every bottom that passed. Previous to the treaty with Sweden in the 14th century, the collection of the Sound tolls was resolutely and successfully resisted by the Hanseatic League. Then, as now, they came in direct conflict with the interests of all the cities upon the Baltic; and that powerful confederacy, at that time in the meridian of its greatness, obtained a free passage for its ships and cargoes through the Sound. In the year 1491, Denmark, perceiving that the

(*a*) Executive Document No. 108, House of Representatives, 33d Congress, 1st session.

(*b*) By virtue of a resolution of the Senate, in executive session, March 3, 1855, Mr. Bedinger was instructed by the President of the United States to communicate, and on the 14th April, 1855, did communicate, to the Minister of Foreign Affairs of Denmark, notice of the desire of the government of the United States to terminate the treaty of 1826, in accordance with the 10th article of the same, and that at the expiration of twelve months from the date of said notice, said treaty "shall cease and determine."

(*c*) Mr. Marcy to Mr. Bedinger, July 18, 1854.

Hanseatic League held her authority over the straits in utter contempt, deemed it judicious to invite other nations to engage in the trade of the Baltic; and a convention was entered into with England, and subsequently with Holland, by which their vessels were permitted to pass through the Sound by the payment of mere nominal tolls. In 1515 it appears that the latter country paid no tolls whatever, but stipulated to give a small sum instead thereof. This was, as intended, a blow at the Hanseatic cities; and in their name Lubeck demanded the immediate exclusion of the Dutch from the Baltic—a demand, however, that was not complied with. In 1544 a treaty of commerce was concluded between Christian III of Denmark and Charles V, (regent of the Netherlands,) by which the subjects of the high contracting parties were permitted to trade with each other, by paying the Sound dues which had been levied "since days of old." The Dutch at this period were a great navigating and commercial people, and the stipulations which they entered into imparted dignity to the jurisdiction claimed by the Danes over the Sound. The influence of the Hanse-towns began to decline about the beginning of the 15th century, but they exercised a supremacy over the North and Baltic seas until the middle of the 15th. From their unceasing quarrels with Denmark, relative to the Sound tolls, recourse was had to negotiation; and, in 1560, "the King of Denmark and his subjects on the one part, and the right honorable Hanseatic cities and the merchants thereof on the other part," concluded the treaty of the Odensee. In 1563, Denmark was involved in a war with Sweden, and she made this circumstance a pretext to increase the Sound tolls against the Hanse-towns, notwithstanding her covenant to the contrary three years before, which was still in force; but the Hanse-towns, in their declining power, were compelled to submit to this violation of her obligations. In 1570 a treaty was contracted between Denmark and Sweden, at Stettin, by which it was agreed that the latter nation should be exempted from the Sound dues; but this was evaded from time to time by Denmark, in levying the toll upon the wines intended for Queen Christiana's own private use, and by the prohibition of ammunition when Sweden was in absolute want of it for prosecuting the thirty years' war. At length Denmark became so intolerant as to search Swedish vessels, unnecessarily detain them, and, in some instances, convey them to Copenhagen. The Netherlands experienced but little better treatment. The Stadtholder complained, and he was put off with promises. In 1640, the year after the dissolution of the Hanseatic League, the United Netherlands, which had secured their independence, formed a compact with Sweden for the maintenance of their respective rights; and in 1645 a new treaty was concluded between Denmark and Sweden, and on the same day (August 13) one between Denmark and the Netherlands. In the negotiations which concluded them, the Dutch and Swedish plenipotentiaries demanded free navigation through the Sound for all nations. The Danish plenipotentiaries contended that the Sound was a "Danish canal," and that the tolls collected were of a similar character to those exacted at the mouths of certain rivers in Germany and Holland. France, acting as a mediator, held the question under consideration, to be decided at a more convenient period; and subsequently she sustained the interests of Denmark, for which she was rewarded by the bestowal of the same advantages to her flag as had been bestowed upon the Netherlands, and without any limit as to duration. In 1654 Great Britain concluded a treaty with Denmark, which was renewed in 1670, by which all the advantages were to be enjoyed by her which had been conferred upon the Netherlands. Previous to 1720, (from 1647,) Denmark fixed the toll, in her treaties with other countries, "in conformity to the terms granted to the Netherlands;" but after that time she placed them upon the footing of "the most favored nations." Sweden, in consideration of the restoration of her provinces which had been conquered by Denmark, stipulated to pay, in future, by the treaty of Fredericsburg of June 3, 1720, the same rate of Sound dues that were collected upon the ships and cargoes of the most favored nations, reserving to herself the right to establish a commissary at Elsinore, to prevent impositions upon her navigation and commerce. These conditions and obligations (although several treaties have been made between the two nations since) continue to be observed. During the eighteenth century, Sweden having been quieted, the Sound tolls

seem to have been submitted to by other powers and states without opposition. Denmark concluded several new treaties, but none of them contained provisions prohibitory of the exaction of the dues demanded at Elsinore.

"This was the condition in which Denmark was found when the Congress of Vienna assembled. It was quite naturally expected, at that time, that the Danish Sound tolls would present a legitimate subject for the deliberations of that body, and that, in the settlement of the affairs of Europe, they would be entirely abrogated. But Frederick VI of Denmark was present at Vienna, and the object of compassion with the representatives of the sovereigns most interested, on account of the bombardment of Copenhagen and the destruction of his fleet a few years before; and out of tenderness to him, as it is reasonable to suppose, this question was permitted to remain *in statu quo*. Vague intimations, it is stated, have occasionally been given at Copenhagen, that the Sound tolls were guarantied to Denmark by the Congress of Vienna, as an indemnity for the surrender of Norway to Sweden. Admitting the truth of this, and that every European government was irrevocably bound by such proceedings, the United States were not a party to it in any way, and no obligation is imposed upon them to respect the arrangement. Nothing has been more remote from the purpose of our government, from the day on which it was ushered into existence, than that of surrendering to any power its right of using the ocean as the highway of commerce. This right it claims, and will use all proper means to secure to itself the full enjoyment of it in every quarter of the globe.

"The fact is notorious, that the Sound dues affect us more sensibly than any European nation. Under their operation, Great Britain has a decided advantage over us, as concerns our chief staple. Raw cotton, according to the most reliable statements before the department, is charged with about three per cent. *ad valorem* in its transit through the Sound; while cotton twist, of which Great Britain ships from 30,000,000 to 50,000,000 lbs. to ports of the Baltic, pays only *one* per cent. *ad valorem!* If we quietly submit to such a tax upon the raw material of our fields, Great Britain, as a matter of profit, can well afford to consent to the comparatively moderate one upon the article manufactured from it, because she cannot fail to perceive that, were the dues abolished, we should as certainly gain markets for the raw product, as she would lose them for the manufacture of her spinneries.

"For the five years terminating the 31st December, 1848, 264 American vessels entered the Baltic, upon the tonnage and cargoes of which the Sound tolls amounted to 570,473 Danish bank rixdollars. Since then, no tabular statements have been received of our vessels passing Elsinore, nor the sums annually paid.

"The Sound toll levied upon our chief products, which find a market in the countries bordering upon the Baltic and beyond them, according to the most reliable information on the subject, is as follows:

Raw cotton, per 100 lbs	20	cents.
Rice, per 100 lbs	11	"
Paddy, (rice in husks,) per 100 lbs	3½	"
Raw tobacco, per 100 lbs	17½	"
Whale oil, per bbl	6¼	"

"Consequently a cargo of 2,000 bales of cotton pays a tax of about $1,720; a cargo of 800 hhds. of tobacco, $1,400; a cargo of 1,000 tierces of rice, $700. In addition to the toll on tonnage, the cost of pilotage for a ship drawing eighteen feet water, from Dragon to Elsinore, varies, according to the season of the year, from $20 to $30."

The following statement exhibits the number of American vessels that passed the Sound at Elsinore, to and from the Baltic sea, from 1837 to 1843, inclusive:

1837	104	vessels.
1838	153	"
1839	114	"

1840 ..... 143 vessels.
1841 ..... 122 "
1842 ..... 113 "
1843 ..... 152 "

Statement of the number of vessels of all nations that passed the Sound at Elsinore, to and from the Baltic sea, from 1837 *to* 1843, *inclusive.*

Nationality.	1837.	1838.	1839.	1840.	1841.	1842.	1843.
American	104	153	114	143	122	113	152
Belgian	43	25	34	20	11	6	6
Bremen	40	45	65	58	68	56	36
Danish	1,125	1,019	1,139	1,045	1,032	1,070	1,410
Dutch	848	955	1,192	950	970	917	1,236
English	3,417	4,009	4,498	3,972	3,777	3,519	3,515
French	130	268	240	239	218	238	179
Hamburg	40	29	18	23	20	14	27
Hanoverian	471	528	819	768	823	765	837
Lubeck	93	107	108	96	88	77	76
Mecklenburg	763	842	970	953	958	826	840
Neapolitan	27	28	44	48	15	51	67
Norwegian	1,843	1,497	1,691	2,082	1,666	1,848	1,635
Oldenburg	56	59	125	83	132	142	183
Portuguese	4	----	3	4	3	2	2
Prussian	2,319	2,491	3,045	2,996	2,850	2,311	2,582
Russian	735	759	837	820	831	757	738
Spanish	14	17	20	18	14	4	8
Swedish	1,043	1,152	1,252	1,384	1,182	1,278	1,451
Total	13,115	13,983	16,214	15,702	14,780	13,994	14,980

Statement of Sound dues paid on goods shipped by American vessels to and from the Baltic sea, from 1837 *to* 1843, *inclusive.*

				Specie dollars (a)
1837.—Sound dues paid on goods shipped to the Baltic sea				75,327 36
Do.	do.	do.	from the Baltic sea to American ports	14,230 16
Do.	do.	do.	from the Baltic sea to foreign ports	665 45
				90,224 01
1838.—Sound dues paid on goods shipped to the Baltic sea				109,140 35
Do.	do.	do.	from the Baltic sea to American ports	17,498 17
Do.	do.	do.	from the Baltic sea to foreign ports	1,526 36
				128,165 40
1839.—Sound dues paid on goods shipped to the Baltic sea				72,762 12
Do.	do.	do.	from the Baltic sea to American ports	11,238 42
Do.	do.	do.	from the Baltic sea to foreign ports	118 27
				84,119 33

(a) The United States custom-house value of the old "specie-dollar" of Denmark is $1 05.

				Specie-dollars.
1840.—Sound dues paid on goods shipped to the Baltic sea				94,110 03
Do.	do.	do.	from the Baltic sea to American ports	18,294 35
Do.	do.	do.	from the Baltic sea to foreign ports	1,010 08
				113,414 46
1841.—Sound dues paid on goods shipped to the Baltic sea				72,328 31
Do.	do.	do.	from the Baltic sea to American ports	15,967 24
Do.	do.	do.	from the Baltic sea to foreign ports	2,218 25
				90,514 32
1842.—Sound dues paid on goods shipped to the Baltic sea				57,254 33
Do.	do.	do.	from the Baltic sea to American ports	8,859 15
Do.	do.	do.	from the Baltic sea to foreign ports	1,030 14
				67,144 14
1843.—Sound dues paid on goods shipped to the Baltic sea				71,762 11
Do.	do.	do.	from the Baltic sea to American ports	7,835 31
Do.	do.	do.	from the Baltic sea to foreign ports	1,916 00
				81,513 42

The following table, exhibiting the number of vessels that passed the Sound from 1750 to 1846, is derived from a statistical work recently published in France:

Years.	Vessels.	Years.	Vessels.	Years.	Vessels.
1750	4,500	1799	7,848	1825	13,142
1763	5,025	1800	9,048	1826	11,068
1770	7,736	1801	8,988	1827	12,099
1777	9,063	1805	11,537	1828	13,263
1778	8,476	1806	7,140	1829	13,566
1779	8,272	1807	6,240	1830	13,210
1780	8,291	1808	121	1831	12,942
1781	8,281	1809	379	1832	12,202
1782	8,375	1810	2,393	1833	10,985
1783	11,223	1811	2,393	1834	10,605
1784	10,867	1812	2,475	1835	10,255
1785	10,183	1813	1,426	1836	11,925
1786	9,000	1814	8,186	1837	13,100
1787	9,750	1815	8,816	1838	13,959
1788	9,216	1816	8,871	1839	16,175
1789	8,823	1817	13,149	1840	15,662
1790	9,732	1818	12,566	1841	14,708
1791	10,452	1819	10,667	1842	13,952
1792	12,114	1820	10,884	1843	14,940
1793	9,926	1821	9,133	1844	17,333
1794	10,511	1822	8,486	1845	15,955
1796	12,113	1823	9,655	1846	18,710
1797	9,623	1824	10,494		

If we divide the preceding table into periods, we have the following annual average number of vessels for each period:

1750	4,500	Average annual number.
1763 to 1770	6,380	" " "
1777 to 1780	8,525	" " "
1781 to 1790	9,545	" " "
1791 to 1800	10,204	" " "
1801 to 1810	5,257	" " "
1811 to 1820	7,943	" " "
1821 to 1830	11,502	" " "
1831 to 1840	12,781	" " "
1841 to 1843	14,533	" " "
1844 to 1846	17,333	" " "

From various authorities, the number of vessels that passed the Sound down to 1853 is compiled, as follows:

Years.	From the North sea.	From the Baltic sea.	Total.
1847	10,675	10,812	21,487
1848	8,525	8,214	16,739
1849	10,043	8,696	18,739
1850	9,651	9,408	19,059
1851	9,930	9,976	19,906
1852	8,809	8,736	17,545
1853	10,662	10,850	21,512

Annual average number from 1847 to 1853.....19,284.

The official reports relative to the navigation of the Sound, in possession of the Department of State, do not come down to a later period than 1853. The annual returns of the foreign commerce of the Hanse-towns for 1854, compared with the two preceding years, are, however, at hand; and from these it appears that the number of Hanse vessels which passed the Sound was as follows:

	1854.	1853.	1852.
Hamburg	65	83	49
Bremen	7	37	24
Lubeck	109	136	135
Total	181	256	208

The late war, of which the Baltic was one of the chief theatres, will explain the diminution in 1854.

The amount of Sound dues paid by the Hanse-towns, the years specified, was as follows:

1851	103,150 Francs.
1850	66,422 "
1849	26,608 "

1848	61,600	Francs.
1847	98,384	"
1846	115,190	"
Total	471,354	"
471,354 francs equal to	$89,557 26	
Annual average	78,559 francs, or	$14,926 21

It will be seen that the total number of vessels that passed the Sound in 1853 exceeds that of the preceding year by 3,967 vessels. Of the whole number, 18,166 were laden, and 3,346 were in ballast. The countries which contributed most to this augmentation are Prussia, Great Britain, Denmark, Mecklenburg, and Russia. The following table will show the nation, and the number of vessels from each nation, in 1853:

Nations.	No. of vessels.	Nations.	No. of vessels.
England	4,668	Mecklenburg	1,067
Prussia	3,472	Hanover	743
Norway	3,411	France	343
Denmark	2,094	Oldenburg	191
Sweden	1,996	Lubeck	156
Holland	1,874	United States	96
Russia	1,202		

Regulations observed on passing through the Sound into the Baltic.

If the vessel be laden with cotton for Russia, the captain must be provided with a certificate, properly attested by the Danish consul at the port of departure, verifying that the cotton does not come from Egypt or the Levant. Every vessel not thus protected will be subject to quarantine, and may have her entire cargo put ashore.

Every captain must be able to show legal evidence of the nationality of his vessel; must be provided with a manifest and a clearance from the custom-house officers at his last port. Should the vessel come from France, Holland, Belgium, Portugal, or Hamburg, the captain must exhibit his passport. If from Holland or Belgium, destined for Prussia, the certificate of the Prussian consul at the port of departure will suffice.

If the vessel comes from the United States, laden with cotton, the captain must be provided with a manifest of his cargo, custom-house clearance, register of nationality, and the certificate of the Danish consul attesting that the cotton was actually grown in the United States; or if it come from Brazil or any other country, that it was first landed at a port in the United States, and not transhipped from a foreign vessel.

If the vessel comes from Cuba, the captain must be provided with a register attesting the nationality of his vessel, a manifest, passport, and custom-house receipt; and it would be advisable for him to have, also, a bill of health, attested by the Danish consul at the port of departure.

The papers and certificates referred to in the preceding remarks must be in duplicate; and, when the vessel is destined for Russia, should there be any interlineations, or marginal notes, or addenda, the captain's signature must be affixed to each, so as to give it authenticity.

SWEDEN AND NORWAY.

SWEDEN AND NORWAY.

THE Swedish monarchy, comprising Sweden and Norway, embraces an area of 292,104 square miles, and contains a population of 4,645,007 inhabitants, viz:

Sweden.—Area,	170,096	square miles;	population.....	3,316,536
Norway.— "	122,008	"	"	1,328,471

Sweden and Norway have different constitutions, though they are governed by the same king. Their commercial regulations, their tariffs of duties, their laws, and revenues, are all separate. Several treaties of peace, amity, and commerce have been negotiated between the United States and these countries; the latest, that of July 4th, 1827, being based upon the liberal principle of entire reciprocity, as well with Sweden and Norway as with the small but flourishing colony of St. Bartholomew, in the West Indies.

The following abstract presents the principal stipulations respecting commerce and navigation:

The citizens and subjects of each of the two high contracting parties may, with perfect security for their persons, vessels, and cargoes, freely enter all the ports, places, and rivers of the territories of the other, wherever foreign commerce is permitted. The vessels of both nations, including those of the island of St. Bartholomew, whether laden or in ballast, to be treated in the ports of each, on their entrance, during their stay, and at their departure, upon the same footing as national vessels coming from the same place, with respect to the duties of tonnage, light-houses, pilotage, and port charges, and all other perquisites, duties, and charges, of whatever kind, levied in the name or to the profit of the government, the local authorities, or any private establishment whatever. All merchandise of every description, no matter of what country it may be the produce or manufacture, that may be imported into either country in national vessels, (or into Sweden or Norway in vessels of the island of St. Bartholomew,) may, in like manner, and without paying other or higher duties or charges, of whatever kind or denomination, be imported in the vessels of the other; full and perfect reciprocity and equality in this respect being established. Similar reciprocity and equality between the vessels of each of the high contracting parties, including those of the island of St. Bartholomew, in respect to exports from either country, is established. This equality with the national flag is applicable to the vessels of the United States proceeding, either laden or in ballast, to the colony of St. Bartholomew, in the West Indies, whether from ports of the kingdom of Sweden and Norway, or from any other place whatsoever, or proceeding from the said colony, either laden or in ballast, whether bound for Sweden or Norway, or any other place whatever. The coasting trade is reserved by each party to its own flag, respectively; the navigation from one port to another in the kingdom of Sweden and Norway, or between these two countries, being considered such coasting trade as respects Sweden. Duties on the navigation between their

respective territories, including the island of St. Bartholomew, in the vessels of either, to be no higher or other than those imposed on every other nation; and no prohibitions, restrictions, or differential duties, of any kind or denomination whatsoever, to be established in respect of the products of the soil or industry of either country, including the island of St. Bartholomew, which shall not equally apply to articles of like nature, the growth of any other country. The privileges of transit, and all bounties and drawbacks which may be allowed within the territories of one of the high contracting parties upon the importation or exportation of any article whatever, shall likewise be allowed on the articles of like nature, the products of the soil or industry of the other contracting party, and on the importation or exportation made in its vessels.

The 11th and 12th articles exempt from import and navigation dues (pilotage, wharfage, and light-dues excepted) the vessels of either party arriving in the ports of the other, not wishing to unload any part of their cargoes, or perform any act of trade; and the privilege is mutually conceded to unload in the ports of either such portions only of their cargoes as the captain or owner may wish, and to depart with the remainder, without paying any duties, imposts, or charges whatsoever, except for that part which shall be landed, the proper entries having been made on the vessel's manifest. It is understood, however, that all duties, imposts, or charges whatsoever, which are or may become chargeable upon the vessels themselves, must be paid at the first port where they shall break bulk, or unload part of their cargoes; but that such duties, &c., shall not be paid twice in the ports of the same country which such vessels may afterwards wish to enter, unless national vessels be, in such cases, subject to such ulterior duties.

Article 16 stipulates that, on direct voyages between the two countries, respectively, a bill of health, granted at the port of departure by an officer having competent power to that effect, will exempt the vessel from any other quarantine than such as may be necessary for the visit of the health officer of the port where such vessel shall have arrived. Other sanitary regulations are mutually stipulated between the high contracting parties, equally liberal and beneficial to commerce.

The treaty of 1783, so far as its stipulations are not inconsistent with the present treaty, is revived; and the usual twelve months' notice, after the expiration of nine years from the exchange of ratifications, is provided for.

A separate article reserves, on the part of Sweden, certain commercial privileges to Finland, applicable to the products of that duchy, and of Sweden and Norway, respectively.

The fisheries, the mines, and the forests of this kingdom were the early sources of Swedish commerce. Macgregor, in his Tariff Regulations of Sweden, cites from Puffendorf, one of the councillors of state to the King of Sweden, the following passage, written in 1680, relative to the productions of this kingdom: "Sweden produces more copper and iron than any other kingdom in the world, and the mines are fitted by nature for that purpose, being surrounded by woods and rivers. There is a silver mine in Westmanland. Finland(*a*) brings forth pitch and tar and deal; and Wermanland [Carlstadt] good store of masts. The native commodities of Sweden are copper, iron, tar, pitch, masts, deals, boards, &c. In lieu of which, Sweden receives from abroad wine, brandy, salt, spices, cloth, silks and woolen stuffs, fine linen, French manufactures of all sorts, (*b*) furs, paper, and such like; all which, in some years, surpass in value the commodities exported hence. To recompense this, navigation and commerce has been encouraged of late years among the natives, and several sorts of manufactures are made, whereof those made of copper, iron, and brass, would, questionless, turn to the best account, if those artists [blacksmiths and coppersmiths] were duly encouraged to settle in this kingdom."

(*a*) Now constituting a duchy of Russia.

(*b*) The Import duties must have augmented considerably since Puffendorf wrote the text cited, as they are at this time so high as almost virtually to exclude French manufactures of *any* sort.

SWEDEN.

THE general character of the resources and foreign commerce of Sweden has undergone but little change since the foregoing was written. The extent and value have varied somewhat, but by no means in a ratio corresponding with the more enlightened and the more liberal commercial policy of the age. This is mainly owing to the restrictive tariff policy, which still obtains in Sweden, by which duties, equivalent, in many cases, to actual prohibition, are levied upon many articles of prime necessity, both for immediate consumption and manufacturing purposes.

The following table exhibits the general foreign trade of Sweden during the year 1847, compared with the general result for the preceding years designated:

Countries.	Imports.	Exports.	Total.
	Rixdal. banco. (a)	*Rixdalers banco.*	*Rixdalers banco.*
Hanse-towns	11,878,000	2,466,000	14,344,000
England	3,503,000	9,684,000	13,187,000
Denmark	1,647,000	5,231,000	6,878,000
Norway	2,960,000	1,475,000	4,435,000
United States	1,125,000	2,216,000	3,341,000
Russia	1,977,000	1,224,000	3,201,000
France	426,000	2,799,000	3,225,000
Brazil	2,486,000	517,000	3,003,000
Prussia	186,000	2,383,000	2,569,000
East Indies and Australia	852,000	309,000	1,161,000
Netherlands	367,000	490,000	857,000
Belgium	121,000	571,000	692,000
Other countries	512,000	1,555,000	2,067,000
Total 1847	28,040,000	30,920,000	58,960,000
Do. 1846	20,600,000	24,880,000	45,480,000
Do. 1840	18,308,000	20,437,000	38,745,000
Do. 1830	11,150,000	13,337,000	24,487,000
Do. 1821	11,143,000	12,161,000	23,304,000

The preceding table exhibits the following results:

Increase in 1830 over 1821	1,183,000	rixdalers banco.
" 1840 over 1830	14,258,000	"
" 1846 over 1840	6,735,000	"
" 1847 over 1846	13,480,000	"

Notwithstanding the annual augmentation in the general foreign commerce of Sweden, which the above summary exhibits, the trade with the United States has been marked with but little variation. According to Swedish official reports, that trade amounted, in 1840, to—

Exports from the United States to Sweden	1,125,390	rixdalers banco.
Imports into the United States from Sweden	2,574,490	"
Total trade	3,699,880	"

(a) The rixdaler banco is equal to about 40 cents. The United States custom-house value of the specie-dollar of Sweden is $1 06.

1845.—Exports from the United States to Sweden.....	898,000	rixdalers banco.
Imports into the United States from Sweden...	1,664,000	"
Total trade.....	2,562,000	"

Showing a decrease, during five years, in the total trade, of 1,137,880 rixdalers banco.

The total trade with the United States in 1847, according to Swedish official authorities amounted in value to 3,341,000 rixdalers banco, or 358,880 rixdalers banco less than 1840, while it exceeded that of 1845 by 779,000 rixdalers banco.

In the trade between the United States and Sweden and Norway, there are but comparatively few American vessels employed. The following comparative statements will show the proportion between American and foreign (mostly Swedish and Norwegian) tonnage employed in this trade. A period of ten years, from 1845 to 1854, is selected, as affording a fair average:

American tonnage employed in the direct trade between the United States and Sweden and Norway, from 1845 to 1854, 47,638 tons.

Average annual tonnage 4,763.8 tons.

Foreign (chiefly Swedish and Norwegian) tonnage employed in the trade between the United States and Sweden and Norway, during the above period, 232,089 tons.

Average annual tonnage 23,208.9 tons, or nearly 500 per cent. of foreign over American tonnage annually employed in the trade between the United States and Norway and Sweden.

In 1847, the imports of Sweden amounted to nearly 11,160,000 dollars (U. S. currency). Of this sum, Swedish and Norwegian vessels floated nearly nine million dollars, or four-fifths of the whole. The exports reached the sum of $12,276,000, of which the Swedish flag covered over 7½ millions, or about three-fifths of the whole.

The following are the principal colonial products entering into the imports during 1847:

Sugar.....	8,085,000	kilogs. = 2.20 lbs. each.
Coffee.....	3,035,000	"
Cotton.....	2,072,000	"
Tobacco.....	1,212,000	"
Dye-woods.....	500,000	"
Wines and spirits.....	2,150,000	litres, = 0.26418 gallons each.

Of the exports, iron occupies the next rank to timber. The quantity exported in bars, reached 82,212,000 kilogrammes, or about 185,000,000 lbs.

Table showing the quantity of iron (including cast and other steel) imported into the United States from Sweden and Norway, in the years specified.

[Compiled from United States Treasury Reports.]

Years.	Cwt.	Values.
1845	272,496	$626,166
1846	256,663	717,116
1847	288,464	609,729
1848	290,082	740,078
1849	295,359	729,206
1850	397,231	1,025,587
1851	409,003	942,961
1852	289,391	773,674
1853	181,049	445,808
1854	203,137	510,221
1855	296,500	844,233

The value of iron quite equals the entire value of imports into the United States from Sweden for each year during the period specified.—The export of iron-ore is prohibited. The annual average quantity produced the last five years is estimated at 300,000 tons. The quantity manufactured during the same period is stated to have been 140,000, and 100,000 tons of bar-iron. The annual average of the latter exported was 80,000 tons. The average price of pig-iron in Sweden is eight rixdalers banco the skeppund—$7\frac{1}{2}$ skeppunds to the ton, or $24 the ton. The iron mines of Sweden belong to joint-stock companies principally. About two-fifths of the pig-iron is purchased and manufactured into bar-iron by iron-masters who own no mines; but the remaining three-fifths is manufactured by the companies that own the mines themselves.

The production of pig-iron was formerly limited to a certain specified quantity, whether the capabilities of the mines and miners would admit of more or not. Under this unwise regulation of the government, which it is said was adopted to prevent the exhaustion of the fuel of the kingdom, the coal and forests, the annual production never exceeded 90,000 tons. These limitations have for some years been done away with; nor is there at present any limitation, beyond a matter of form, to the manufacture of bar-iron.

The following statement, showing the exportation of iron from 1834 to 1849, is from Swedish official returns:

From 1834 to 1838, annual average	79,300 tons.
" 1839 to 1843, "	89,200 "
" 1844 to 1848, "	92,000 "
In 1849	88,500 "

The above exports were destined, principally, to the following countries, and in annual average quantities as follows:

Great Britain	33,000 tons.
United States	19,850 "
Denmark	8,150 "
France	5,200 "

Small quantities, in the shape of cannon, bomb-shells, &c., are sent to Norway, Holland, and Denmark. The number of blast-furnaces in operation in 1850 was 220; of workmen employed in mining the ore, 5,241; of mines, 586.

The importation of cotton in 1851, according to Swedish official authorities, amounted to 7,989,428 lbs., against 1,832,431 lbs. in 1841, and 794,434 lbs. in 1831. In 1843, these authorities show an importation of 2,600,000 lbs., against 9,883,572 lbs. in 1853, which latter amount exceeded that of the importation of 1852 by 1,247,041 lbs., and that of 1850 by more than 5,200,000 lbs., being the largest of any preceding year. In 1848, the amount was 8,074,020 lbs. The value of cotton manufactures exported to Sweden in 1850 was $46,000, against $7,500 only in 1851.

It may be well now to inquire into the operation of the tariffs of the two countries, respectively, upon the leading staples of each, chiefly with a view to ascertain to what extent the importation of such products contributes to the respective customs revenue of each country. The character of the commercial legislation of the two nations, in its effects upon the importation of staple articles of prime necessity, from each into the other, will best show how far the reciprocity stipulated in the treaty of 1827 has been carried into practical operation. This inquiry may lead to useful and obvious suggestions, especially if it results in demonstrating that a positive inequality exists in practice, under which one government derives fully one-fifth of its entire customs revenue annually from a cent-per-cent. duty on a leading staple of the other, without tendering any compensating equivalent for a tax so oppressive.

The importation of unmanufactured American tobacco into Sweden and Norway (including direct and indirect importations) amounted in 1851 to more than 6,500,000 lbs., which, under a duty equal to cent-per-cent. ad valorem, paid into the Swedish treasury about $330,000, or one-fifth of the whole customs revenue of the kingdom—and this, upon the single article of tobacco; while the entire exports of Sweden and Norway to the United States (amounting to $967,237) paid into the treasury of the United States, at 30 per cent., but a trifle more than $290,000!

In the meantime nearly 40,000 tons of Swedish and Norwegian shipping were carrying profitable American freights on every sea, while but 4,000 tons of United States shipping made single voyages direct to Sweden and Norway. Notwithstanding the most earnest and repeated remonstrances against these unequal restrictions, and this *one-sided* reciprocity, no amelioration has yet taken place in the tariff regulations of Sweden. It is true, some reductions have been admitted in the tariff of 1852 on certain articles which enter into American exports. The duties upon coffee, sugar, arrack, and undressed hides, were severally reduced 33⅓, 25, 12½, and 8½ per cent., and upon rice in the husk, or paddy, 16.6 per cent. But these concessions were clogged to such an extent by the repeal of the 24th article of the tariff of 1849, that American commerce, so far from gaining any advantage by them, will be found, by the simple process of striking a balance between the results of the reductions and of the repeal, to be subjected to new and oppressive burdens.

The 24th article, or the differential clause, appended to the tariff of 1849, reduced the duties upon certain merchandise imported and exported in Swedish or Norwegian vessels, as follows:

Swedish vessels navigating to distant countries will continue to enjoy the advantage of the following reduction in duties of customs and convoy imposts, viz:

Of 15 per cent. on the produce and manufactures of countries situated on the continent of America north of the 25th degree of north latitude, or of any of the foreign colonies in the West Indies, if imported direct from thence in Swedish ships; and of the like reduction on Swedish produce and manufactures exported direct to foreign colonies in the West Indies.

Of 25 per cent. on Swedish produce and manufactures exported in Swedish ships direct to the island of St. Bartholomew, to places on the east coast of the continent of America south of the 25th degree of north latitude, or to the Cape of Good Hope; and the like reduction on the produce and manufactures of those countries imported direct into Sweden in Swedish vessels.

Of 33⅓ per cent. on Swedish produce and manufactures exported in Swedish ships direct to places on the other side of the Cape of Good Hope, as also to ports on the other side of Cape Horn; and on the produce and manufactures of those ports and places imported from thence direct in Swedish ships.(*a*)

The effect of the repeal of this article is, that everything imported from America, except the articles above enumerated, has been chargeable since 1st of January, 1853, (the day when the repeal took effect,) with duties 15 per cent. higher than before that period.

The repeal of this clause was granted as a concession to silence the united and vigorous remonstrances of England and Holland against the operation of the Swedish tariff regulations. On the article of tobacco alone, the commerce of the United States is burdened with additional duties amounting to $35,000 per annum—enough to affect, materially, the sale of this American staple in the markets of that country; and a trifling reduction of duty upon rice is the only acknowledgment which the government of Sweden has yet made of the injustice of these oppressive restrictions.

The following table exhibits the working of the existing treaty between the United States and Sweden during the years 1845, 1846, 1847, 1848, and 1849, so far, at least, as it relates to the commerce between the two countries. It is translated and compiled from Swedish official publications:

(*a*) Under the treaty, these privileges apply equally to American vessels.

Import and export trade of Sweden with the United States during the years specified.

Years.	IMPORTS.		EXPORTS.	
	Arrived by American tonnage.	Arrived by Swedish tonnage.	Shipped by American tonnage.	Shipped by Swedish tonnage.
1845	26 per cent.	51 per cent.	39 per cent.	55 per cent.
1846	16 "	56 "	14 "	67 "
1847	30 "	50 "	12 "	80 "
1848	26 "	51 "	16 "	50 "
1849	37 "	59 "	25 "	55 "

Total quantity of tobacco imported into Sweden, with the proportion of the same arrived direct from the United States, during the following years.

Years.	TOTAL QUANTITY IMPORTED.		TOTAL QUANTITY DIRECT FROM U. S.	
	Leaf.	Stems.	Leaf.	Stems.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
1845	2,436,000	1,586,000	1,691,000	1,156,000
1846	2,523,000	1,632,000	1,679,000	991,000
1847	1,924,000	911,000	1,555,000	540,000
1848	2,186,000	1,363,000	1,462,000	999,000
1849	2,358,000	1,405,000	1,440,000	1,259,000

The following statement shows the amount of American tonnage arrived at Swedish ports, and amount of Swedish tonnage arrived at United States ports, direct, from each country, or from foreign nations: also, amount of Swedish tonnage arrived at trans-Atlantic ports from the United States, with full cargoes:

American tonnage arrived at Swedish ports.

In 1845..... 5,500 tons.
1846..... 1,700 "
1847..... 1,400 "
1848..... 4,000 "
1849..... 3,800 "

Swedish tonnage arrived at American ports.

In 1845..... 17,000 tons.
1846..... 14,500 "
1847..... 21,000 "
1848..... 17,000 "
1849..... 17,000 "

Swedish tonnage arrived at European ports from the United States.

In 1845..... 60,000 tons.
1846..... 56,000 "
1847..... 60,000 "
1848..... 53,000 "
1849..... 64,000 "

According to the laws of Sweden, each triennial Diet proposes a new tariff, which is designed to remain in force three years; the King having, in the mean time, constitutional power to lower, but not to raise, any duties whatever, provided a certain sum be obtained from the customs. The tariff of 1852 continued in force until January 1, 1855. In the Diet of 1854, many important reductions were recommended by the committee on revenue, but they declined recommending any precise change on tobacco duties. They referred this subject to the King, to whom a recommendation was made to enter into negotiations with foreign governments, with a

view to obtain reductions upon Swedish produce in exchange for lighter tobacco duties. These negotiations were understood to refer chiefly to iron duties in the United States. Among the reductions proposed by this committee, are the following :

Indian corn to be reduced from 40 to 10 cents per barrel.
Cotton thread, from 20 to 13 cents per pound.
Wool, from 5 cents to 1½ cent per pound.
Dye-woods, from 1 per cent. ad valorem to free.
Rope, from 20 to 13 cents per 18¾ lbs.
Salt, from 30 to 14 cents per barrel.
Copper, raw, from $2 to 40 cents per 375 lbs.
Copper, refined, from $8 to $1 60 per 375 lbs.
Copper plates, from $13 35 to $2 70 per 375 lbs.
Steam-engines, from 20 and 10 per cent. to 5 per cent. ad valorem.
Tools and machinery, not specially enumerated, from 25 to 5 per cent. ad valorem.

The alterations recommended by this committee were generally adopted. After January 1, 1856, the articles prohibited by the tariff of 1855 are to be admitted at a duty equal, generally, to 25 per cent., except gunpowder, pig-iron, and certain kinds of brandy. Tobacco remains as under the tariff of 1852, and will, doubtless, be reserved as a basis for such negotiations as the Swedish government may have in contemplation relative to iron duties in the United States. The principal reductions, though not of great importance to American commerce with Sweden, apply to fire-arms, cheese, printed cotton, undyed cotton, yarn, codfish (dried and salted), log-wood (made free), Indian corn (committee's recommendation adopted), salted meat, smoked or dried do., spermaceti candles (reduced 50 per cent.), rosin (do.), rice. For details, however, attention is directed to the tariff of Sweden, and a despatch from Stockholm, under date of December 23, 1854. Parts II and III.

Comparative statement showing the description and quantities of certain merchandise imported into Sweden in the years 1851 *and* 1852.

Articles.	1851.	1852.
Sugar, loaf	54,509 lbs.	821,898 lbs.
" other kinds	24,700,329 "	25,045,752 "
Coffee	9,613,934 "	10,373,004 "
Cotton	7,989,428 "	8,636,531 "
Tobacco stems	1,448,187 "	1,858,688 "
Wines and spirits	290,633 kanna.	312,155 kanna.

Besides the articles specified above, the returns for 1852 show an increase over 1851 in the following description of merchandise, viz:

Articles.	1851.	1852.
	Pounds.	*Pounds.*
Cotton yarn	962,993	1,249,783
Hides	3,061,574	3,410,422
Linseed oil	492,914	1,109,130
Coal	534,939	583,413
Cast steel	26,238	54,958
Sulphuric acid	189,225	196,834
Soap	140,408	182,250

The principal articles of which the importation in 1852 was less than that of 1851, were cocoa, fish (dried and smoked), salt, cheese, spirits of turpentine, tobacco (leaf and cut), fish-oil, wool, &c.

The navigation returns for 1852 show a total of 7,303 vessels entered, with an aggregate of 343,693 lasts. Of the total number of vessels, there were Swedish 4,154, measuring an aggregate of 133,963 lasts; 1,288 vessels, carrying in all 109,272 lasts, under the Norwegian flag; 550 vessels, of 34,025 lasts, belonging to Finland; and 1,311 vessels, measuring 66,433 lasts, under foreign flags.

PORT OF STOCKHOLM.

Stockholm, the capital of Sweden, and the first staple town in that kingdom, is built upon several islands and two peninsulas, between the Mœller lake and the Baltic sea, which here forms the harbor in a bay. The entrance into the harbor from the Baltic is somewhat difficult, owing to rows of rocks and the numerous rocky islands of the upland shallows; between these there are four passages, two of which are for large ships. Pilots, however, are indispensable, and ships sailing for Stockholm are compelled to take the first pilot on board six leagues and a half from Dalerön. Here they take the second pilot, who conducts the ship to Stockholm, distant from Dalerön 11½ leagues.

The following table exhibits the general foreign trade of Stockholm for two years: (*a*)

Total value of imports and exports into and from Stockholm in 1847 *and* 1848.

IMPORTS.

Articles.	1847.	1848.
	Francs.	*Francs.*
Sugar	3,597,000	3,715,000
Coffee	1,401,000	2,640,000
Tissues of all kinds	1,811,000	2,051,000
Raw silk	1,063,000	1,525,000
Wines and spirits	993,000	1,012,000
Tallow	743,000	1,003,000
Fish	937,000	872,000
Spices and drugs	638,000	836,000
Skins and hides	808,000	802,000
Tobacco	371,000	486,000
EXPORTS.		
Bar and other iron	11,425,000	8,915,000
Copper	1,419,000	888,000
Steel	336,000	294,000
Pitch and tar	294,000	284,000
Boards, timber, and masts	167,000	170,000

(*a*) This and the following tables are from Swedish official documents.

In 1847, the value of bar-iron exported from the port of Stockholm was 10,365,000 francs, and in 1848, 8,015,000 francs.

The following table shows the countries to which it was exported, and the proportion to each:

Countries.	1847.	1848.
	Francs.	*Francs.*
England	3,179,000	2,139,000
Hanse Towns	861,000	901,000
United States	1,130,000	854,000
Prussia	1,296,000	772,000
Denmark	994,000	763,000
Portugal	477,000	740,000
France	1,070,000	440,000

The annexed exhibit will show the number of vessels employed during the two years designated above:

In 1847.—Number of vessels	1,752;	aggregate tonnage		153,240 tons.
In 1848 " "	1,352	"	"	128,878 "
Decrease in 1848 "	400			24,362 "

The following table exhibits the commercial movements at the port of Stockholm during the year 1851, compared with the two preceding years:

Years.	Vessels entered.	Tonnage.	Vessels cleared.	Tonnage.	Total vessels.	Total tonnage.
1849	669	70,728	790	79,118	1,459	149,846
1850	711	71,892	783	77,478	1,494	149,370
1851	851	94,218	905	95,236	1,756	189,454

The following table shows the countries from which the vessels comprised in the foregoing table for 1851 cleared, and to which they sailed:

Countries.	No. of vessels.	Tonnage.
Finland	572	44,528
Great Britain	191	36,714
Russia	173	19,790
Prussia	155	12,122
France	72	11,634
Portugal	59	10,742
Denmark	150	9,016
Hanse Towns	126	8,434
Norway	93	8,414
Brazil	27	6,526
United States	17	5,016

The following comparative table shows the values of imports and exports into and from the port of Stockholm during the years designated:

Years.	Imports.	Exports.	Total trade.
	Francs.	*Francs.*	*Francs.*
1849	21,578,000	17,342,000	38,920,000
1850	20,462,000	14,054,000	34,516,000
1851	23,809,000	14,014,000	37,823,000

Value and description of merchandise imported into, and exported from, the port of Stockholm in 1851.

Articles.	Imports.	Articles.	Exports.
	Francs.		*Francs.*
Cereals	3,221,000	Iron and steel	10,450,000
Sugar	3,481,000	Copper	1,824,000
Coffee	1,759,000	Pitch and tar	311,000
Fish	7,363,000	Timber and lumber	187,000
Wines and spirits	1,173,000		
Tallow	1,223,000		
Raw silk	1,019,000		
Tissues	2,145,000		

The following table exhibits the countries which participated in the general commercial movements of 1851, and the value of imports and exports assigned to each:

Countries.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
Norway	1,097,000	31,000	1,128,000
Denmark	875,000	1,538,000	2,413,000
Russia	2,923,000	243,000	3,166,000
Finland	1,037,000	1,211,000	2,248,000
Prussia	960,000	2,374,000	3,334,000
Hanse Towns	6,306,000	1,307,000	7,613,000
Great Britain	2,260,000	2,897,000	5,157,000
Netherlands	586,000	281,000	867,000
France	785,000	747,000	1,532,000
Portugal	431,000	707,000	1,138,000
Brazil	4,026,000	299,000	4,325,000
United States	302,000	1,306,000	1,608,000
East Indies	1,434,000	100,000	1,534,000

Besides the countries included in the preceding table, Stockholm extends its commercial transactions to Spain, Italy, Austria, Malta and Gibraltar, Mecklenburg, Hanover, Oldenburg, Belgium, the Cape of Good Hope, and the Antilles.

It may be remarked that during this year the general commerce of Sweden exhibited an advancing tendency. This was owing, in a great measure, to the liberal policy which characterized the commercial legislation of England, dating from January 1, 1850—a policy, the wis-

dom of which could not be more appositely illustrated than by the fact, that while the total trade of Sweden with all foreign nations, during this year, reached as high as 55,000,000 rixdalers,(*a*) the trade with England alone covered 14,543,000 rixdalers, or more than one-fourth of the whole.

In 1852, official returns show a slight falling off in the general trade of Stockholm. It will be seen from the annexed table, from Swedish official sources, that the entire trade, imports and exports united, represents in value $6,559,027 03, or about $487,970 less than the total trade of 1851. This diminution affected imports, especially grains, fish, and brandies, to the extent of 1,523,494 francs, while coffee and sugar increased in value 838,816 francs; and in the export trade it was felt in the falling off from the preceding year of 1,044,770 francs, chiefly on iron, steel, and copper, while the exportation of timber and pitch increased over that of 1851. In 1852 a new article of commerce entered into the export trade of Sweden. The metal *nickel* figures for the first time in the returns for this year to the amount of 101,520 francs, or $18,882 72, chiefly sent to the Hanse-towns.

The navigation of the port of Stockholm during 1852 presented a total tonnage of 167,686 tons, viz: entered 81,874 tons, cleared 85,812 tons. This is a falling off from 1851 of 21,768 tons.

The following statement, compiled from Swedish official reports, exhibits, in detail, the value of imports at the port of Stockholm during the year 1852:

Value and description of the principal merchandise imported into Stockholm in 1852.

Countries whence imported.	Coffee.	Grains.	Fish.	Raw silk.	Sugar.	Tallow.	Tissues.	Wines and spirits.	Sundries.
Belgium		$9,259 08							
Brazil	$463,274 29				$325,646 56				
Denmark	4,883 61	64,986 16	$96 72	$8,297 46		$36 87	$4,556 25	$4,456 93	
Spain			34 96					6,155 11	
United States	1,147 99	11,914 04					13 02	36 45	
France	26 41		628 68				96 34	74,018 70	
Great Britain	4,439 82	10,854 21	19 34	1,160 64			8,959 24	4,934 41	
East Indies	25,837 63				206,736 39			57,633 21	
Italy								446 02	$1,429,829 98
Malta		6,485 82							
Mecklenburg		10,636 22						93 74	
Norway	10 41		167,995 94		8,069 79			153 63	
Netherlands	7,973 44		1,147 62		30 50		155 99	20,276 60	
Portugal								12,012 62	
Prussia		11,168 18					1,291 21	18 14	
Russia		343,065 04				160,123 30			
Finland		63,643 85	20,179 51			47,925 87			
Hanse Towns	402 13	10,603 11		171,015 84	385 39	7,735 74	325,317 14	18,352 62	
Total for 1852	507,995 73	542,615 71	190,102 77	180,473 94	540,868 63	215,821 78	340,389 19	198,588 18	

Grand total for 1852	$4,145,087 37
Total for 1851	4,428,457 26
Decrease in 1852	283,369 89

Exports.—It is unnecessary to present a detailed statement of exports, inasmuch as iron, steel, and copper constitute the articles of chief value exported from the port of Stockholm. Other exports consist principally of timber (boards), pitch, and tar. These amounted in value, in 1852, to $107,533 66, to which are to be added for miscellaneous, not enumerated, $230,048 89.

The total value of iron, steel, and copper exported in 1852 was: iron and steel, $1,747,545 51;

(*a*) The rixdaler is equivalent to 39¾ cents.

copper, $327,213 06. Value of iron and steel exported from Stockholm to the United States in 1852, $8,102 60. Great Britain, the Hanse Towns, and Denmark occupy the first rank in the order in which they are given as exporters from Stockholm. Prussia, Finland, Portugal, France, and the United States come next.

Statement exhibiting the general foreign trade of Stockholm, showing the quantities and values of imports and exports, respectively, during the year 1853.

IMPORTS.

Description of merchandise.	Quantities.	Values in francs.	Countries whence.	Values in francs.
Coffee	kilos (*a*) 2,466,000	2,901,000	Brazil	1,513,000
			Hanse Towns	1,156,000
Sugar	" 3,083,000	2,419,000	Brazil	1,916,000
			East Indies	464,000
Cereals	hectol. (*b*) 76,623	1,760,000	Russia	1,534,000
			Finland	140,000
Fish	kilos. 6,402,000	1,040,000	Norway	899,000
			Finland	131,000
Wines and spirits	litres (*c*) 637,000	888,000	France	324,000
			East Indies	152,000
			Hanse Towns	118,000
			Holland	106,000
Tallow	kilos. 1,082,000	1,189,000	Russia	1,189,000
Tissues		1,853,000	Hanse Towns	1,853,000
Raw silk	kilos. 15,273	862,000	do	799,000

EXPORTS.

Description of merchandise.	Quantities.	Values in francs.	Countries whither.	Values in francs.
Iron and steel	tons (*d*) 41,537	10,403,000	Great Britain	2,850,000
			Hanse Towns	1,496,000
			Denmark	1,198,000
			Portugal	877,000
			France	750,000
Copper	tons 1,000	1,840,000	Prussia	979,000
			Hanse Towns	730,000
Wood and lumber		244,000	Great Britain	90,000
			France	60,000
Pitch and tar	barrels 26,819	314,000	Great Britain	98,000
			Portugal	55,000
			Holland	47,000

During this year (1853) there was a great scarcity of vessels to carry off the freights to foreign markets. The number that entered the port of Stockholm was 589, with an aggregate of 76,226 tons; and the number cleared was 927, with an aggregate of 81,916 tons. The total number entered and cleared was 1,516 vessels, aggregate tonnage 158,142. The number of vessels was greater, but the tonnage was less by 9,500 tons, than in 1852.

(*a*) Kilogramme=2.20 lbs. each. (*b*) $2\frac{3}{4}$ bushels each. (*c*) 50 litres=11 gallons nearly. (*d*) 2,250 pounds each.

PORT CHARGES AT STOCKHOLM.

The total port charges for a vessel of 500 tons (250 lasts) amount to very nearly $277 50, including all expenses, in and out. For an unprivileged vessel, this amount is nearly doubled.

For separate items, and other details, attention is directed to Despatch from Stockholm, No. 81. Part III.

PORT CHARGES AT GOTHENBURG.

Tonnage, pilotage, and all other dues and port charges on a vessel of 300 tons, amount at this port to about $167. For separate items, and other details, see consular return, "Gothenburg, No. 27." Part III.

NORWAY.

NORWAY possesses nearly the same natural advantages as Sweden. The inhabitants are chiefly employed in the breeding of horses, sheep, goats, and the reindeer; cultivating small farms, fishing, mining, and such other occupations as a country rich in its forests and minerals, and enjoying a favorable position for commerce, usually affords. Historians represent the ancient navigation and trade of Norway as being in a highly flourishing condition, especially when its towns, in the twelfth century, joined the Hanseatic League. As early as 1217, England concluded a treaty (the first she ever made with a foreign power) with Norway, stipulating an entire reciprocity of trade between the two countries.

The trade of Norway has always consisted of the interchange of the produce of her forests, of her copper and iron mines, and of her fisheries, for such articles as she required from foreign countries. The principal seaports are Bergen, Trondheim, Christiania, Hammerfest, and its outport Wardœhuus. Denmark occupies the first rank in the foreign trade of Norway. So much of its trade passes through the ports of this country, particularly Altona, that Denmark may be justly considered the commercial entrepot of Norway. Its commercial relations with nearly all the countries of Europe are conducted through these ports; and it was not until during the recent troubles in the duchies of Denmark that Norway manifested any disposition to export direct from the producing country. The maritime industry of the Norwegians constitutes the commercial bond which unites them with Denmark. Sweden, on the other hand, being separated from the more populous and industrious divisions of Norway, by mountainous and sterile territories, necessarily confines her commercial relations with the sister kingdom to the southern frontier or the coast; and, as their principal productions are generally similar, these relations are not susceptible of any great development.

The Hanse-towns have long been the principal entrepots for the commercial movements of the north of Europe. The relations of Hamburg with Norway are, even at this day, considerable; but, for the past few years, they have been stationary, with rather a decreasing tendency. With England, on the other hand, the trade of Norway is becoming more important every year. This is mainly owing to the liberal commercial system of the former country, under which Norway is enabled to compete with British colonial possessions, in America, in supplying the British markets with the varied productions of her forests. France and Holland chiefly import into the markets of Norway colonial or raw produce; but neither of these countries find, in Norwegian markets, a profitable exchange for their manufactures: Holland, because she has but few; and France, for the reason that her works of art and taste are too costly, and, perhaps, not very

well adapted to meet the wants of a people whose cold and inhospitable climate, as well as their maritime occupations,(*a*) would seem to demand the coarser qualities of manufactures.

With the United States the trade of Norway is chiefly indirect. Tobacco and cotton are the principal articles of American produce which enter into the consumption and manufactures of the Norwegians. The restrictive character of the tariff of Norway, however, like that of her sister kingdom, and the fallacious principles on which her fiscal and commercial legislation has been so long maintained, must ever prove an insuperable obstacle to the expansion of her foreign trade, and the consequent development of her vast internal resources. So long as Norway adheres to the now generally obsolete idea, that the best way to raise revenue and relieve the land-owner is to levy high duties on all goods imported into the country, so long will her relations with foreign countries be limited to the exchange of such articles of necessity as cannot be elsewhere procured. The decline which her iron trade has experienced during the few years past, both in England and the United States, will necessarily compel the government of Sweden and Norway to look for a market in France; and it is understood that the latter government is not averse to such amelioration of her tariff as will open her markets to this great staple of Sweden and Norway, by a material reduction of her present 70 per cent. duty on iron. The only equivalent, however, which could satisfy France for so liberal a concession, would be a total change in the Swedish and Norwegian tariffs, by which her own manufactures could enter the ports of the united kingdom, and find a profitable as well as a ready market.

Nor could such a change, in any manner, have an injurious effect upon the manufacturing industry of either of these countries, as the great demand would be for such heavy and coarse manufactures as are most needed in so northern a latitude, and which never have been, and perhaps never will be, successfully manufactured in Sweden or Norway—at least, to any extent approximating the great consumption of the kingdom. Such a result would extend its benefits to other countries besides France; and if, in addition to a remodification of the Swedish and Norwegian tariffs in respect of manufactures, the present exorbitant cent-per-cent. duties on American tobacco were liberally reduced, the trade between the United States and Sweden and Norway would be materially benefited, and exports and imports, direct between the two countries, largely augmented.

The Norwegian tariff differs, in many essential particulars, from that of Sweden. Its range is considerably lower, and, owing to this fact, and to the advantages resulting from different weights, it will be found (for instance) that tobacco blades may be imported into Norway at a rate nearly 33.3 per cent. less than into Sweden.

The oppressive system of fictitious valuation, in practice in the Swedish custom-houses, is unknown in the sister kingdom; and, besides, greater consideration is shown to the poorer inhabitants of remote provinces. At Brodö and Trounsöe, in the northern part of Norway, many articles are admitted at half-rates of duty; and at Hammerfest, and other remote ports, the duty is altogether remitted. This consideration is not shown to the inhabitants of far-off provinces in Sweden; indeed, in districts no farther off than Dalecarlia many necessaries of life, which the country cannot supply to them, must be purchased, if at all, by the poorer peasantry, with the additional costs of inland transportation and the coast navigation of the gulf of Bothnia.

The tariff now in operation came in force on January 1, 1855, and will expire on the 31st of December, 1857. The duties on tobacco have been raised nearly to the level of those of Sweden. The latter, upon tobacco blades, is still one cent per pound higher. The augmentation of the duty on this staple of the United States was, doubtless, designed as an additional argument in

(*a*) From official documents recently published, it appears that in 1848 the population of Norway was 1,200,000 souls; their merchant marine counted 3,400 vessels, measuring an aggregate of 240,000 tons, and employing 16,500 persons as officers and crews. This would give to Norway one vessel for every 352 inhabitants, and make every 73d subject a sailor. At the same period, the total merchant marine of France consisted of 14,235 vessels, measuring an aggregate of 670,000 tons.

any negotiations which might be proposed by the government of Sweden and Norway relative to the iron duties of the United States.

The following brief summary is presented of the new tariff, which will be found at length in its proper place (Part II). It will show the duties levied on certain American produce by the old and new Norwegian tariffs:

Tobacco.—(Stem and blade,) raised from 5 to 6 skillings (*a*) per lb.

Rice.—Unchanged; namely, 80 skillings per barrel (in husk), or 1½ skilling per lb., without husk or ground.

Cotton.—Raw, unchanged; one-half skilling per lb.

Maize, unground.—Lowered from 72 skillings to 16 skillings per toende (barrel of nearly four bushels).

Maize, ground.—Lowered from 16 skillings to 7¼ skillings per lispund (17.6 lbs. avoirdupois).

Wheat.—Unchanged; 72 skillings per barrel (toende).

Flour.—16 skillings per lispund.

The principal ports of Norway are Christiania, Bergen, and Hammerfest, or Alten Hammerfest, the chief port of Finmark. Christiania is a deep seaport, having at all seasons from six to seven fathoms depth of water close to the quay. It is the capital of Norway, and has some few fabrics of woolen, glass, hardware, soap, leather, cordage, tobacco, &c. The deals of this port have ever been celebrated. Its trade has flourished as far back as 1792, in which year the number of ships arrived was 521, of which 518 cleared with cargoes of deals.

Bergen has a safe and deep harbor close to the town, but a pilot is necessary for vessels entering or departing, on account of the numerous rocks. It has a few manufactories of tobacco and earthenware, several rope-works and distilleries, shipyards, forges, and other establishments of ordinary handicraft. Its fisheries, however, are its chief resource, and its foreign trade is principally confined to Hamburg.

Hammerfest has an extensive trade, chiefly with England, through the port of Hamburg. Its exports are copper, dried stockfish, salted fish, fish-oil, rein-deer skins, buckskins, walrus hides and teeth, feathers, fox and other skins, &c.

Finmark has always enjoyed a high degree of commercial prosperity. Its revenues exceed its expenditures by upwards of two millions of dollars. Its chief wealth depends upon its fisheries, a source of remunerative industry that never fails. For centuries back, observes Macgregor, not a single example can be given of a total failure. The value of these fisheries may be estimated from the fact that in five years, ending with 1844, the produce of cod, seth, and halibut was about 500,000 tons, and 20,000 barrels of oil, independently of what was taken by the Russians.

Coarse cottons and woolens are well adapted for the markets of Norway, more especially of Finmark; but the commercial privileges reserved to Russia, by treaty, have hitherto secured to that power the monopoly of this trade. Her linens, ravens-duck, and various other manufactures, are admitted free into Finmark; while duties, varying from 50 to 100 per cent. on the cost price, are interposed on similar manufactures of other foreign countries.

Were cottons and woolens admitted even at a moderate duty, American and British manufactures of that description would soon supersede the almost general use of Russian fabrics.

The present condition of the trade of Norway may be gathered from the following summary: Number of vessels from all countries entered in 1850, 8,542, measuring in the aggregate 1,174,501 tons; of these, there were Norwegian, 5,318 vessels, of 881,320 tons. From the United States there arrived but 9 vessels—7 carrying 2,654 tons of merchandise, and 2 being in ballast—all under the Norwegian flag. The principal countries of departure of nearly all the others were England, Holland, and Prussia.

During the same year, there cleared from Norwegian ports 8,479 vessels, measuring 1,182,332 tons. Of these, there were destined for the United States 31 vessels, floating 13,178 tons of

(*a*) The skilling is nearly equivalent to 1 cent.

merchandise; 30 being under the Norwegian flag, and one being foreign. From these figures, it will be seen that there arrived from Norway in the United States 31 vessels, carrying 13,178 tons of Norwegian products, against 9 cleared from the United States for Norway with American products to the amount of 2,654 tons; or a difference of 22 vessels and 10,524 tons of merchandise against the United States in the direct trade with Norway. The restrictive tariff regulations of the latter country will readily account for this great inequality.

In 1850, Norway imported upwards of 1,700,000 lbs. of cotton. In 1852, the total importation of cotton amounted in value to 1,927,560 francs, viz: from Great Britain, 1,071,200 francs; from the United States 650,700 francs; from other places, 205,660 francs; making a total of 1,927, 560 francs, or $266,236 40. In 1850, there were imported into Norway 3,000,000 lbs. tobacco, 8,000,000 lbs. of sugar, 6,500,000 lbs. of coffee. During the same year the effective merchant marine of Norway consisted of—

Vessels of—	No. of vessels.	Tons.	Crews.
Under 28 tons	816	13,282	1,766
From 28 tons to 71	1,301	59,292	4,286
From 71 tons to 177	617	66,671	3,475
From 177 tons to 354	489	128,379	3,975
From 354 tons and over	475	235,677	5,535
Total in 1850	3,698	503,301	19,037
Total in 1838	2,427	212,242	12,935
Total in 1835	2,272	150,918	11,279

Comparative statement of the commerce of the United States with Sweden and Norway, exhibiting the value of exports to and imports from each country, and the tonnage of American and of Swedish and Norwegian vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	$250,567	$22,761	$273,328	$627,938	2,125	349	13,439	6,248
1846	362,792	39,545	402,337	724,865	3,502	693	9,938	7,765
1847	391,847	28,340	420,187	613,698	1,068	----------	13,121	6,263
1848	625,972	32,844	658,816	750,817	1,769	2,138	13,261	10,548
1849	725,281	38,506	763,787	731,846	2,800	1,531	15,464	14,718
1850	668,580	51,610	720,190	1,032,117	3,391	649	23,554	9,822
1851	760,800	21,566	782,366	967,237	2,669	1,545	25,225	9,098
1852	732,846	25,322	758,168	775,448	3,511	3,640	16,854	6,547
1853	833,533	18,735	852,268	447,332	3,563	3,217	13,552	6,153
1854	1,085,602	39,324	1,124,926	515,178	4,747	4,731	5,623	4,896
1855	949,017	28,793	977,810	848,900	9,392	4,601	4,599	4,850

Total American entered and cleared during the period designated in the preceding table---------- 61,631 tons.
Do. foreign do. do. do. do. ---------- 241,538 "
Average annual American, 5,603; foreign, 21,958.

THE GOTHA CANAL.

THE following information relative to the Gotha canal is extracted from Macgregor's Commercial Tariffs and Regulations of Norway and Sweden: "The inlets, lakes, and rivers of Sweden have always afforded great facilities for the transportation of the produce of her forests and mines. A canal, to avoid the long and tortuous navigation of the Sound and the Sound dues, was projected at an early period by Sweden. The Maeler, a deep inlet, enters Sweden at Stockholm from the Baltic, and branches north to Upsala, and west 70 miles among a multitude of islands, to within a few miles of the lake Hielmar. The Arboga canal, opened during the latter end of the last century, is navigable between the Maeler and that lake; and it was then considered that it might be continued from the Hielmar to the Wettern lake, but the project was found impracticable; the distance between the Maeler and Sodree Barker, near the confines of Dalecarlia and the mining districts, was opened at the same period by means of the Stroemsholm canal and the lake Freda, and rivers.

"The Gotha river, which runs from the lake Wenern (the largest in Europe except the Ladoga) into the sea at Gothenburg, though in many parts deep and navigable, was interrupted by falls and islands. These were finally surmounted, after extraordinary difficulties, (the whole of the gigantic works having all been once swept off by the impetuosity of the water,) by the execution of the Trollhaetta canal in 1800. It is three miles long, and has eight sluices to ascend and descend 112 feet. At one place it was cut 70 feet deep through the rocks. The whole expense was about £80,000.

"The lake Wenern was afterwards joined by a canal to the lake Wettern, and finally the canalization of the whole distance to Soderkoping and the Baltic was completed in 1832."

Regulations for ships passing through the Gotha canal.

SEC. 1. Ships and cargoes from all countries, and coming from or going to whatever place or places, are permitted, without obstruction, to pass through the canal, unless the nation or nations to which the ships or cargoes belong are known to be in open hostility with Sweden; and the canal transit dues, both on vessels and cargoes, shall be equal for all nations.

2. The canal dues on all shipping are to be paid according to their tonnage, making no difference whatever whether laden or empty.

3. The canal dues on vessels are to be paid at the rate of 12 skillings Swedish banco per last, equivalent to 10 skillings Swedish banco per commercial last of 2 English tons. In this charge is not included pilotage on the lakes, nor payment for the trailing by oxen or horses on the Gotha canal, which charges are specially fixed by the directors.

4. In calculating the tonnage of vessels passing through the canal, and also the quantity of merchandise, it is to be observed, with regard to the first named, that such vessels as are provided with Swedish measure bills will pay the dues according to the burden stated in said bills; but such as are without, will be charged pursuant to a table reduced, conformably to usual practice, from the foreign lasts, tons, &c., to Swedish lasts; and, further, as relates to goods, that the weights and measures stated in the tariff of pounds, ship-pounds, barrels, &c., are meant Swedish pounds, and ship-pounds commercial or victuals weight (excepting iron, and other metals, by which are meant Swedish staple weights), and Swedish barrels containing 32 kapps solid measure; and further, that such foreign pounds, ship-pounds, barrels, lasts, &c., as may be inserted into the bills of lading and ship's papers, are to be reduced to Swedish weights and measures, in conformity to a fixed table to be made out for that purpose.

5. With respect to tare, or the weight of the case or outer covering, no charge will be made. The canal dues are to be paid, according to the tariff, only on the quantity in weight or measure as inserted in the bill of lading or ship's papers, whether specified in gross or net. A barrel of grain, salt, &c., shipped in bulk, or barrels or bags, are charged alike; pipe-clay, coals, &c.,

in bulk or packed in casks, the same; as also wines and other liquids, whether in larger or smaller casks; and only in such cases where the last named are in bottles, then the additional duty must be paid for the bottles, according to the tariff, the same as if they were shipped empty, for themselves.

6. If any vessel, entered at the inward custom-houses at Gothenburg or Soderkoping, only to pass through the canal from sea to sea, should discharge any part of her cargo, without the most pressing necessity, either in the river Gotha-Elf, any of the lakes, or on the canal, such vessel to be forfeited, and the master subjected to the penalty of the law for the unlawful importation of goods; and further, to be fined, according to the circumstances, in the sum of 100 rixdalers to 500 rixdalers banco. The same law will be put into execution against all vessels receiving other cargoes or more goods on board, during the passage to and from one or other of the ports of Gothenburg and Soderkoping.

Ships' husbands, or owners of goods, convicted of knowing, abetting, and aiding in the illegal loading or unloading of goods, as aforesaid, will be subjected to the same penalties. The value of the confiscated vessel, which shall be determined by sale by public auction, will be responsible for the full payment of all dues which the vessel and cargo would have been subjected to, according to the tariff, for the whole passage from sea to sea; and the surplus of the proceeds then remaining to be divided, two-fifths in equal shares to the informer and those who prove the illegal fact, and three-fifths to the canal pension fund and the board of customs, also in equal shares.

There are other regulations, exemptions, and privileges applicable to vessels passing through the Gotha canal, between the Baltic and the North Sea, which, as they are given in full in the "Digest of the Existing Commercial Regulations of Foreign Countries," transmitted to Congress from the Treasury Department in 1833, and have been modified but slightly, if at all, since, are not inserted in this Digest. They may be found in that work, under the caption Sweden.

The whole length of the line of this canal is thus estimated:

	Swedish miles.	
From Gothenburg to the lake of Wenern, through the river Gotha-Elf and the canal of Trollhaetta	8¼	½
Across the lake of Wenern	11	
Through the Gotha canal		3½
Through the lakes of Wiken, Bottensjon, and Wettern	5½	½
From the lake of Wettern to the Baltic, and through the lakes of Boren, Boxen, and Asplangen	4½	5
Total river and lakes	29¼	
Total canal line		9½
Together.....Swedish miles	38¾	

ZOLLVEREIN.

ХОТЯ БЫТЬ

ZOLLVEREIN.

THE Germanic confederation of States for purposes of commerce came into practical operation by the treaty of March 22, 1833. Prior to that period, the states of which the union is composed did not allow of the introduction of merchandise across their respective frontiers without the payment of duties; numerous prohibitions existed, and the commercial relations between sovereignties, whose territories were contiguous, were fettered with oppressive and vexatious restrictions. To introduce a better system of commercial policy, and to remove all unnecessary burdens, which only tend to clog commercial enterprise and choke up the natural channels of trade between neighboring powers, these independent sovereignties have become, for commercial purposes, a consolidated government; one line of customs on the geographical boundary has been established; one tariff of duties on imports, exports, and transit, is enforced for all; and the revenue thus derived is distributed among the members of the confederation, in proportion to the population of each. (*a*)

The origin of this customs union may be traced to causes, political as well as commercial, having their existence long anterior to the treaty of 1833. Immediately after its organization, with Prussia at its head, had been proclaimed, alarms were spread throughout England, based upon the mistaken idea that the confederation was planned under the influence of Russia, as a part of her grand political scheme against British prosperity and influence; a fallacy which, for a time, derived no inconsiderable plausibility from the adoption, by most of the states of the confederation, of the long-existing restrictive tariff of Prussia. British merchants became alarmed; and even the government itself shared, to some extent, in the popular delusion, which imaged forth the ruin of British trade, as the inevitable consequence of the united adoption, by nearly all the states of northern and southwestern Germany, of the commercial policy of the power which it was supposed the secret diplomacy of Russia had placed at the head of the *anti-British* league.

This delusion, however, was but of short duration; indeed, the general panic which it excited throughout England was quieted by the more experienced minds of that nation itself, who, viewing the formation of the Zollverein in a more philosophic light, refuted the erroneous notions which had so generally obtained respecting it, and demonstrated its purely Germanic origin, by their panegyrics on those whose forecast and wisdom had conceived the project, and whose indomitable perseverance had accomplished its fulfilment.

Among those whose able writings contributed most to enlighten England, as well as other nations, on the history and objects of the Zollverein, Macgregor, the British statistician, occupies the first rank.

Prussia, from her geographical position, was, at that time, more exposed to attack than any other country in Europe. Her Rhenish provinces weakened rather than strengthened her

(*a*) For exception to this mode of distributing the revenue, see *Frankfort-on-the-Maine, postea.*

power. Easily accessible from Austria, Russia, and the Baltic, and, in the event of war, open to immediate attack on the side of France and Belgium, the Prussian cabinet was convinced that in the military strength of the territories possessed by Prussia before the treaty of Vienna consisted her only defensive strength.

When the first French revolution broke out, Austria and several German states had to meet the troops of France long before they approached the Prussian frontiers; now, the latter lay immediately exposed to an army marching in from France and Belgium. Hence, the safety of Prussia depended, in the event of war, upon uniting all Germany by one common bond of mutual interest and security. Besides, the sagacity of the Prussian cabinet was doubly quickened by the French revolution of 1830, which had spread apprehension throughout the whole of Germany, particularly when the republican infection had spread among the students of the German universities, who, under the name of "Young Germany," had excited no little alarm on the part of the several German governments. The Belgian revolution succeeded; and then Austria shared in the apprehensions and uneasiness which had so long been felt by Prussia. The Polish revolution quickly followed; and now Prussia was ready to make any sacrifices in order to unite Germany under an apparently commercial, but, in reality, a political and national bond.

The necessity of such a union was at once promulgated with extraordinary industry. The press and the ablest political economists were enlisted in the general cause. Volumes were scattered among the people. The illiberal commercial systems of England and France; the prohibitory duties which Russia had just imposed on Poland, virtually closing the best market which Saxony had hitherto found for her fabrics—these considerations were strenuously urged to prove that a general union of fiscal interests was necessary for the present and future prosperity and protection of the country, and for maintaining Germany among the great powers of Europe.

Their governments and people being thus prepared for union, the kingdoms of Prussia, Bavaria, Wurtemburg, and Saxony, with Hesse Cassel, signed the treaty of March 22, 1833, organizing the German Customs Association, or Zollverein. The Thuringian and other states, Baden, Nassau, and the free city of Frankfort-on-the-Maine, joined at subsequent periods; and on the 1st of January, 1854,(a) Brunswick, Hanover, and Oldenburg. A new convention has been concluded, not varying, however, materially, from the one it superseded, but providing that, in January, 1858, commissioners from all the federal states shall meet at the place of sitting of the Diet, on being summoned by it, in order to bring into operation more extended relaxations than those now proposed; and then, if the now existing impediments (arising from the difference of circumstances and interests) to a perfect commercial and customs union of the whole of Germany are removed, to effect that union by way of treaty.

In the meantime, by a separate article, every federal state is required to take care, in concluding or prolonging any treaties of commerce and traffic, that the same shall not hinder nor embarrass a complete commercial union of Germany, or a further approach thereto, at least not beyond the year 1858.

In the annual and triennial congress of delegates from the several states of the union, which the convention provides shall meet for settling the accounts, agreeing to alterations in the tariff, &c., Prussia has only one vote, like each of the other states. This, however, is not the only concession which she has made to the other sovereigns of the league. A reference to the geographical positions of the several states of the Zollverein will show, that many have no customs frontier to guard against smuggling, or along which to maintain custom-houses; while all receive an equal share of the revenue collected on goods entering along the general line of the boundary. The consequence is, that Prussia sacrifices about two millions of dollars annually to the revenues of the other states, exclusive of the fiscal loss sustained by the consumption of

(a) By treaty of September 7, 1851, between Prussia and Hanover.

smuggled goods introduced along the Rhine, and along Lake Constance, into Baden, Wurtemburg, and Bavaria. But Prussia was prepared for these, or even greater fiscal sacrifices, to realize the primary object of her policy—that of extending her power, as she may be said to have done, from the frontiers of France and Belgium to those of Austria and Russia—from the Alps to the Baltic; while the different states of Germany composing the union, by the removal of those barricades of national defence and international intercourse, and of the numerous lines of customs and customs officers which previously belted every large and petty state in Germany;—by free trade among themselves, and the free opportunity of interchanging ideas and of receiving intelligence, may be said to have become consolidated and strengthened into one great nation.

Among the regulations of the Zollverein, it is provided "that the advantage enjoyed by the inhabitants of the states of the union may be extended in reciprocity, according to circumstances, to foreign countries; while, on the contrary, disadvantageous restrictions imposed on the commerce of the union by foreign states should be retaliated by judicious measures, to be adopted for that purpose;" also, that the tariff of the union may be rectified every three years, and published for the next three years, eight weeks before the commencement of the first year—alteration in the rates of certain duties or items in the tariff to be made, if necessary, once a year, and to be published eight weeks before the 1st of January, on which day such alteration to be in force.

Article 23 of the convention provides "that a meeting of plenipotentiaries of the respective states shall be convened in June each year, to settle accounts, and agree to any change or modification of duties."

By this article, all the provisions for a change in the tariff have been retained. It therefore remains for other countries to reciprocate with the Zollverein for an interchange of their respective productions and fabrics.

NATURAL RESOURCES OF THE PRINCIPAL STATES COMPOSING THE ZOLLVEREIN.

The states composing the Zollverein possess the most abundant natural resources. The forests of Germany are extensive and valuable, and her mineral riches are in many parts equal, and in some superior, to those of France. The soil, though in some parts of the north light and rocky, is generally fertile, and produces all kinds of corn and culinary vegetables, besides hemp, flax, tobacco, maize, &c.; while in the Rhenish countries, and in some parts south of Cologne, vineyards are extensively cultivated, which produce those agreeable and cool wines generally called Hock and Moselle, the consumption of which is rapidly increasing in the United States.

The physical aspect of the states of the confederacy presents almost every feature of natural or cultivated appearance. "The lowlands, light soils, and alluvions of the north; the hilly country of Nassau; the undulations of Westphalia, of the Moselle, and west of the Rhine; the highlands of the Black Forest and the Odenwald, Thuringia, and Suabia, of Darmstadt, Wurtemburg, and Baden, to the south; the mountains of the Harz and Taunus; the Erz-gebirge of Saxony; the valleys, plains, and heights of Silesia; the plains and Alps of Bavaria; the Rhine, Danube, Elbe, and numerous other rivers; rocks, corn-fields, vineyards, and pastures, are the principal aspect of the confederation."

In facilities for commercial intercommunication, nature has been equally bountiful to Germany. About sixty navigable rivers, or branches of rivers, intersect this country. They are generally connected by means of canals and railroads, some of which are still in progress of construction. (*a*)

(*a*) The commercial activity of the states of Germany cannot be better illustrated than by subjoining the following table, carefully compiled from official returns. With such commercial arteries running through the entire extent of Germany,

The Rhine, from its excellent navigation to the ocean, may be considered one vast port, the principal entrepots of which are Cologne, Coblentz, Mayence, and Frankfort-on-the-Maine. The Danube carries down the produce of Germany to Austria, Hungary, and the Black sea. The Elbe, navigable from Bohemia to Hamburg, and to the sea, waters Bohemia, Saxony, and Prussia, and is connected with the Danube by railroad, at a point where that river is navigable to Lintz, the capital of Upper Austria, from which steamboats ply to Vienna and the Black sea. The Memel, and its numerous branches, bring down the timber and other produce of Poland and Lithuania to the ports of the Baltic; and the Oder and Vistula flow through Prussia, and are navigable to the Baltic.

and imparting health and activity to every member of this vast confederation of states, this portion of Europe must necessarily acquire a commercial importance equal to that which attaches even to Great Britain herself:

Names of railroads.	When completed.	Length in Germ. miles.	Dividends.		Receipts in 1852.
			1850.	1851.	
					Thalers.
Berlin-Potsdam	Aug. 7, 1846	19.6	3	3.5	863,240
Berlin-Anhalt	Sept. 10, 1841	30.8	5	6	963,902
Berlin-Hamburg	Dec. 15, 1846	39.5	4.5	4.5	1,498,000
Berlin-Stettin	Aug. 15, 1843	17 8	5.2	7.66	766,848
Breslau-Schwednitz Freiburg	Oct. 29, 1843	8.8	3⅓	3 66	219,581
Bonn-Cologne	Feb. 15, 1844	3.9	6	5	113,000
Bergish-Markische	Dec. 29, 1848	7.7	.....	1	276,092
Dusseldorf-Elberfield	Aug. 3, 1841	3.5	4.5	3	230,579
Cologne-Minden	Oct. 15, 1847	36.8	5⅓	5 7-12	2,075,482
Magdeburg-Leipsic	Aug. 18, 1840	15.7	15	16	750,042
Magdeburg-Halberstadt	July 16, 1843	7.7	8	9	348,158
Munster-Hamm	May 26, 1848	4.6	3.25	2	87,985
Magdeburg-Wittenberge	Aug. 5, 1849	14.2	.....	4	240,492
Lower Silesia line	Sept. 1, 1846	5 .7	3.5	4	2,026,555
Lower Silesia branch line	Aug. 3, 1846	9.5	.....	.....	88,916
Neisse-Brieg	Nov. 26, 1848	5.8	2.1	2.4	71,518
Upper Silesia line	Oct. 3, 1846	26.3.	7	8	1,302,347
Prince Wilhelm's line	Oct. 1, 1847	4.3	.....	.....	98,184
Rhenisch line	Oct. 15, 1843	11.4	2.5	3.5	780,646
Ruhrort-Crefeld	Oct. 5, 1849	5.5	.....	.....	87,703
Stargard-Posen	Aug. 10, 1848	22.6	3.5	3.5	277,144
Thuringian line	June 20, 1846	25.1	3	3	903,500
Wilhelm's line	Jan. 1, 1847	7.1	4	5 1-6	223,684
					Florins.
Emperor Ferdinand's north line	Jan. 6, 1838	55.8	7	10.5	6,953,578
Vienna-Gloggnitz	May 29, 1841	11.3	7	8	1,972,921
Vienna-Bruck	Sept. 13, 1846	5.6	7	8	152,417
Taunus line	Sept. 11, 1839	5.8	5	5.4	497,113
Palatine Ludwig's line	Aug. 1, 1849	15.7	.....	.....	715,821
					Thalers.
Westphalian line	Oct. 1, 1850	10.1	.....	.....	155,156
Leipsic-Dresden	April 7, 1839	15.6	6	8	756,552
Frederick Wilhelm's north line	March 30, 1848	19.2	.....	.....	303,407
Mecklenberg	May 1, 1847	19.3	.....	.....	273,646
Altona-Kiel	Sept. 9, 1844	14	5	5.5	842,364
Gluckstadt-Elmsholm	July 19, 1845	2.2	.....	.....	36,336
Rendsburg-Neumunster	Sept. 18, 1845	4.4	.....	.....	114,346
Lubeck-Buch	Oct 16, 1851	6	.....	.....	109,646

For the year ending the 30th November, 1852, the traffic and receipts on the Vienna-Gloggnitz line have been—passengers, 1,601,668; centners of goods, 5,613,744; and receipts, 2,089,610 florins. On the Vienna-Gloggnitz line, for the year ending 30th November, 1851—passengers, 1,437,553; centners of goods, 5,360,620; receipts, 1,913,566 florins. On the Vienna-Bruck line, for the year ending 30th November, 1852—passengers, 146,055: centners of goods, 691,349; receipts, 166,124 florins. On the Vienna-Bruck line, for the year ending November 30th, 1851—passengers, 130,444; centners of goods, 623,104; receipts, 155,799 florins.

A German mile is equal to 4.60 English miles; a centner to 110 lbs; a thaler to 69 cents; and a florin to 46 cents.

The following statement will prove interesting, as exhibiting the revenue and population of the Zollverein from its commencement down to the year 1851:

Years.	Population.	Revenue in thalers.	Years.	Population.	Revenue in thalers.
1834	23,478,120	14,515,722	1843	27,623,815	25,762,023
1835	23,478,120	16,580,180	1844	28,498,136	26,850,794
1836	25,150,216	18,462,873	1845	28,499,566	27,915,956
1837	25,150,898	17,997,295	1846	28,508,436	26,791,969
1838	26,048,970	20,419,287	1847	29,461,381	27,834,688
1839	26,048,971	20,869,488	1848	29,460,764	23,083,138
1840	26,048,091	21,606,191	1849	29,461,628	24,144,573
1841	27,124,116	22,295,452	1850	29,800,063	23,525,092
1842	27,578,710	23,738,794	1851	29,728,335	22,545,687

With this general view of the natural resources of Germany, the commercial resources and general foreign trade of the states composing the Zollverein will now be noticed.

These states, according to the latest and most authentic information in the possession of the Department, are as follows:

The kingdom of..... Prussia.
The kingdom of..... Bavaria.
The kingdom of..... Hanover.
The kingdom of..... Saxony.
The kingdom of..... Wurtemburg.
The grand duchy of..... Baden.
The grand duchy of..... Oldenburg.
The grand duchy of..... Luxemburg.
The grand duchy of..... Saxe-Weimar-Eisenach.
The grand duchy of..... Hesse-Darmstadt.
The electorate of..... Hesse-Cassel.
The duchy of..... Brunswick.
The duchy of..... Nassau.
The duchy of..... Saxe-Meiningen.
The duchy of..... Saxe-Altenburg.
The duchy of..... Saxe-Coburg-Gotha.
The duchy of..... Anhalt-Bernburg.
The duchy of..... Köethen and Dessau.
The principality of..... Hesse-Homburg.
The principality of..... Schwartzburg-Sondershausen.
The principality of..... Schwartzburg-Rudolstadt.
The principality of..... Reuss-Greitz.
The principality of..... Reuss-Schleiz and Reuss-Lobenstein-Ebersdorf.
The principality of..... Waldeck.
The free town of Frankfort-on-the-Maine.

Three of the states included in the preceding list, namely, Hanover, Oldenburg, and Brunswick, as already observed, joined the German League in 1854, in pursuance of a treaty concluded between Prussia and Hanover September 7, 1851. Prior to that period, these states were united under the title of the Steuerverein League—a union which was originally formed in opposition to, or in rivalry of, the Prussian League. In 1853 an important commercial treaty

was formed between Austria and Prussia,(*a*) limited to twelve years, by which a complete freedom of trade between the two countries has been established in all articles of raw produce; and all prohibitions, with a few specified exceptions, against importing the products of the one into the territories of the other, have been abolished.

The changes in the Zollverein, as originally constituted, will be better understood from the following statement:

On the 1st of January, 1854, the German Customs Union, or the Zollverein, entered upon the third period of its existence. The first continued eight years—from the commencement of 1834 to the end of 1841; the second, twelve years—from the commencement of 1842 to the end of 1853; and the third, upon which it entered at the beginning of 1854, is to continue also for twelve years.

Two facts of importance mark the commencement of the third period: one, the accession of the Steuerverein; the other, the conclusion of a commercial treaty between Austria and Prussia, which may be regarded as the basis of a future Austro-Germanic Customs League. The following recapitulation of facts connected with these two important events are compiled from official documents, and are deemed necessary to a clear comprehension of the present as well as of the prospective *status* of the Zollverein. On the 7th of September, 1851, the two kingdoms of Prussia and of Hanover separately concluded a treaty of a customs union, which, ten years before, had been a subject of fruitless negotiation, reserving the question of a union between their respective Customs Associations (the Zollverein and the Steuerverein). As the stipulations of this treaty would require a reconstruction of the Zollverein, and, consequently, a renunciation of the treaty of 1841 between the old members of that league, the Prussian cabinet, in the following November, gave notice of this renunciation, not for the purpose of retiring from a league so beneficial in all its results, but with a view of re-organizing it on a new basis. The Prussian government further gave notice that it would soon communicate propositions to that end, and that a conference, or congress, to take the subject into consideration, would assemble at Berlin during the first months of May.

At the same period a congress was convened at Vienna, to deliberate on such measures as would be most likely to promote the plan of an Austro-Germanic union proposed by the government of Austria in 1849. This movement met with support in the governments of Baden, Bavaria, Saxony, Hesse (electorate), Hesse-Darmstadt, and Nassau, and was opposed chiefly by Prussia. This latter government persisted in claiming priority in regulating the negotiations relative to the reconstruction of the Zollverein, and in the exclusion of Austria; the states of the "coalition of Darmstadt," as it was called, demanded equal and concurrent powers in this regard, as well as with respect to the proposition of Austria, and the participation of that empire in their common deliberations.

These entanglements threatened the very existence of the Zollverein, and must have resulted in such a catastrophe, had not the cabinet of Vienna despatched to Berlin Mr. De Bruck, the author of the plan for an Austro-German Customs Union, with full powers to negotiate a commercial treaty with Prussia. This was effected on the 19th of February, 1853; and the cause of the difficulties which had arisen between Prussia and the Darmstadt coalition being thus removed, the treaty for the renewal of the Zollverein, with the accession of the Steuerverein, for twelve years from the 1st of January, 1854, was concluded at Berlin on the 4th of April, 1853.

The 25th article of the treaty between Austria and Prussia provides that it shall continue in force twelve years—*i. e.* from 1st of January, 1854, to the 31st of December, 1865.

It is also agreed that in 1860 commissioners of the contracting states shall meet for the purpose of negotiating a customs union between Austria and Prussia, and the states which may at that period belong to the customs union of each power respectively; and in case such union

(*a*) See Austria.

cannot be effected, then for the purpose of adopting such commercial regulations as will assimilate as much as possible the respective tariffs of the two nations.

The 26th article gives to the states comprising the customs union of the two contracting powers, respectively, the privilege of becoming parties to the treaty.

PRUSSIA.

THE first treaty of amity and commerce between the United States and Prussia was negotiated in 1785. This was renewed in 1799, and expired in 1815. In 1828 a new treaty was concluded between the two governments, which is still in force. Under the former treaties, the vessels of the two high contracting parties were reciprocally allowed to import the goods which were of the produce or manufacture of their respective nations. The latter treaty, however, stipulates entire reciprocity and freedom of commerce. The vessels of each nation are allowed to import into the other the productions of their own or of any other country. The direct trade between the United States and Prussia is, however, very inconsiderable. There is scarcely any article of American production demanded in Prussia, except tobacco, rice, and raw cotton; nor is there any bulky article of Prussian produce wanted in the American markets.

The following table will show the value of the direct trade between the United States and Prussia during a period of six consecutive years:

Table exhibiting the value of imports and exports to and from the United States and Prussia, from 1850 *to* 1855, *both inclusive.*

Years.	Value of imports into U. S.	Value of exports from U.
1850	$27,469	$98,636
1851	20,542	85,913
1852	21,263	93,386
1853	47,875	28,717
1854	47,773	----------
1855	237,814	31,266

The following statement(*a*) exhibits the value of exports, the produce and manufacture of Prussia, to the United States, during a period of five years, from 1851 to 1855, both inclusive, specifying the places at which said exports were shipped for the United States:

Years.	VIA—						Total.
	Hamburg.	Bremen.	Holland.	France.	Belgium.	England.	
1851	$47,969	$474,791	$15,387	$933,284	$197,746	$286,008	$1,955,185(*b*)
1852	239,843	1,410,705	47,746	1,648,972	442,620	1,616,848	5,406,734
1853	373,930	1,566,973	21,279	1,801,435	420,169	1,614,635	5,797,421
1854	175,021	1,071,689	14,614	1,059,115	393,717	1,261,134	3,975,290(*b*)
1855	264,714	1,982,313	67,314	1,926,249	840,604	1,942,463	7,024,562(*c*)

(*a*) This statement, as well as all similar ones, which follow in this Digest, is made up from the annual U. S. Treasury Reports on Commerce and Navigation.

(*b*) These returns are for the port of New York only, and for six months. The Department is not in possession of the requisite data to exhibit the general trade for these years. The other years, however, show the general annual value of the indirect trade.

(*c*) This includes $905, via Rotterdam.

With Great Britain and France, Prussia maintains an active and annually increasing commercial intercourse. This trade is chiefly conducted through the port of Stettin. In 1852 the general navigation of this port was as follows:

Vessels entered the port of Stettin in 1852:

From England	280
" France	20
" United States	5
" Russia	15
" Denmark	30
" Mediterranean	20
Total number of vessels entered	370

Vessels cleared from the port of Stettin in 1852:

For England	180
" France	50
" Denmark	30
" Russia	25
" Belgium	3
" Sweden	4
" Norway	10
" Holland	6
Total number cleared	308

From the United States the imports into this port are—rice, ashes, rosin and turpentine, and whale-oil; though, owing to its high price within the past few years, the article last named has almost ceased to be imported from the United States. Sugar has also disappeared from the list of imports, for the reason that the refineries in the Baltic ports chiefly use beet-root sugar.

The value of imports from the United States into this port for the years 1851, 1852, and 1853, and the duties levied thereon, are thus given in Prussian official reports:

1851	$329,870:	Amount of duty	$26,160
1852	134,310	"	13,270
1853	79,883	"	5,920

The port of Memel is also the centre of no inconsiderable share of the direct trade between the United States and Prussia. From 1st July to 31st December 1854, there entered this port from the United States, in the direct trade, five vessels, measuring an aggregate tonnage of 2,505 tons, and floating 8,171 bales of cotton, valued at $411,500. Outward cargoes consisted of hemp, rope, canvass, yarn, mats, bags, and leather.

At the port of Königsberg there arrived from the United States from 1st July 1854, to 1st January, 1855, seven American vessels, floating cargoes in value $898,000—namely, 9,680 bales of cotton, 1,700 gallons of oil, and 3,600 boxes of sugar. Outward cargoes consisted of hemp, yarn, bristles, feathers, ravens-duck, cordage, horse-hair, soap, and tallow, to the aggregate value of $730,000.

The general foreign trade of this port is considerable. Its exports consist of grain, woolens, silks, soap, starch, sealing-wax, and refined sugar. Its imports, however, largely exceed in value its exports. The former in 1851 amounted to about 6,000,000 thalers, while the latter only reached a little over 4,000,000.

The harbor of Königsberg admits small vessels only; large ships land at Pillau, which is also the port of Elbing and Braunsberg.

Dantzic is the only remaining port of Prussia in which foreign trade is conducted. It is situated on the left bank of the Vistula, 3½ miles from its outlet at Weichselmünde, and is accessible to vessels drawing from 8 to 9 feet water. Larger vessels lie in the Neufahrwasser, at the mouth of the river, or in the roads, which afford good anchorage for vessels of any burden. Its exports consist of wheat, rye, barley, oats, peas, flour, linseed, rape-seed, biscuit, provisions, ashes, zinc, bones, timber, staves, flax, hemp, linens, wool, &c. The imports comprise woolen and silken stuffs, and other manufactured goods; colonial products, dyes, wine, oil, spice, fruit, salt, and furs.

At Stettin, port dues are: Tonnage duty, 14 silver groschen per last, laden, and one-half only if in ballast. This would be about 16.1 cents per ton if laden, and 8.05 cents per ton if in ballast. Pilotage dues, 2½ thalers per 25 lasts, and 15 silver groschen for every 10 lasts upwards. This equals $1 72½ per 50 tons, and 34½ cents per every 20 tons upwards.

BAVARIA.

Bavaria, having no seaport, carries on a considerable trade with the United States through the ports, principally, of Bremen and Hamburg. Imports from the United States consist chiefly of rice, sugar, molasses, cotton, and tobacco, which reach the markets of Bavaria through the ports above named. The exports of Bavaria consist chiefly of agricultural products, and reach an annual value of about $6,000,000. Manufactures, however, are advancing yearly, and consist of linens, silks, woolens, cottons, &c. Tanning, paper-making, wood and straw manufactures, and those of hardware and porcelain-ware, also occupy a considerable portion of the population of Bavaria. Augsburg and Munich produce every variety of jewelry, and the latter city is justly celebrated for the mathematical and other scientific instruments which it sends to every quarter of the globe. Nuremberg is equally famous for its manufacture of wooden clocks, and toys, trinkets, jewelry, telescopes, musical and mathematical instruments, sealing-wax, black-lead pencils, paper, and parchments. These manufactures give employment to upwards of 13,000 persons.

The canal which connects the Rhine and the Danube, as well as the railroad between Augsburg and Leipsic, pass through Nuremberg.

The following statement exhibits the value of exports, the produce and manufacture of Bavaria, to the United States, during a period of five years, from 1851 to 1855, both inclusive, specifying the countries through which said exports were shipped for the United States:

Years.	VIA—						Total.
	Hamb	Bremen.	Holland.	France.	Belgium.	England.	
1851	$3,061	$202,245	$3,803	$14,079	$6,003	$11,836	$241,027(a)
1852	12,283	420,523	13,496	33,679	7,060	37,610	524,651
1853	14,049	463,838	8,850	49,461	4,476	58,791	599,465
1854	14,026	300,894	225	23,689	3,275	10,031	352,140(b)
1855	35,764	692,048	1,261	60,711	5,886	26,878	823,493(c)

For an interesting sketch of the natural and manufacturing resources of Bavaria, see Consular Return, "Augsburg, February 24th, 1854." Part III.

(a) For the port of New York alone. (b) For the port of New York, and for one quarter only.

(c) This includes $945 via Rotterdam.

SAXONY.

THIS kingdom lies in the centre of Germany, and, though the soil is generally fertile in grain, and is cultivated with the greatest care, the quantity raised, even in the best harvests, is not more than sufficient for the consumption of the inhabitants. Wheat, rye, oats, barley, and potatoes, are the general crops.

Saxony is rich in mines of iron, lead, copper, cobalt, bismuth, antimony, and coal; consequently, we find that mining and manufactures occupy the principal portion of its nearly 2,000,000 inhabitants. There are upwards of 500 mines in active operation, the centre of which is at Freiburg. Fruit is extensively cultivated, and excellent wine is produced from the vineyards of the Elbe. The forests, which cover one-fourth of the surface, furnish fine timber, which is floated down the Elbe to Hamburg. The chief manufactures of Saxony are those of cotton, in the spinning of which the latest improvements have been introduced.(*a*) The other chief branches of manufacturing industry are linen and woolen weaving, stocking-making, and the fine porcelain of Meissen, known in commerce as Dresden china. Dresden and Leipsic are the commercial marts of Saxony. Annual fairs are held in these cities, which are attended by vast concourses of people from most of the countries of Europe and western Asia. Leipsic is the great emporium of the book-trade of Germany; and in both these cities manufactures, particularly in silk and woolen fabrics, jewelry, musical and scientific instruments, artificial flowers, &c., are carried to the very highest state of perfection. Leipsic communicates by railroad with Dresden, and the trade of the latter is conducted up and down the Elbe.

The following statement exhibits the value of exports, the produce and manufactures of Saxony, to the United States, during a period of five years, from 1851 to 1855, both inclusive, specifying the countries through which said exports were shipped for the United States:

Years.	VIA—						Total.
	Hamburg.	Bremen.	Holland.	France.	Belgium.	England.	
1851	$115,259	$593,008	--------	$82,361	$8,533	$56,755	$855,916(*b*)
1852	351,364	1,650,338	$4,229	151,916	12,131	143,906	2,313,884
1853	375,406	1,657,396	2,104	181,589	9,942	156,214	2,382,651
1854	231,655	945,352	9,137	143,414	11,345	170,895	1,511,798(*b*)
1855	381,281	2,013,910	6,437	114,745	25,303	168,915	2,710,591

SAXE-MEININGEN.

THE general trade between this duchy and the United States is increasing. Her manufactures are deservedly in high repute, and are chiefly destined for the American market. They consist of leather, woolen and cotton stuffs, musical instruments, toys of every description,

(*a*) The export of cotton tissues from the Zollverein in 1853, amounted in value to $2,394,497 34, of which amount Saxony sent from her factories $2,075,299 68.

(*b*) These figures are for the port of New York only, and for six months. No returns are at hand for the general trade.

china, glass, iron, stone, and willow wares, slate-pencils, marbles, nails, drugs, colors, wooden wares, &c.

This duchy is rich in mineral productions, and mining is pursued with considerable activity. Iron, copper, coal, alum, vitriol, marble, and salt are extensively produced, and enter largely into the exports of the duchy. Exports for the United States are transported either to Bremen, Hamburg, Antwerp, Rotterdam, or Havre.

The following statement exhibits the value of exports, the produce and manufacture of Saxe-Meiningen, to the United States, during a period of five years, from 1851 to 1855, both inclusive, specifying the countries through which said exports were shipped for the United States:

Years.	VIA—						Total.
	Hamburg.	Bremen.	Holland.	Belgium.	France.	England.	
1851	-------	$20,456	-------	-------	-------	-------	$20,456(*a*)
1852	$743	39,665	-------	-------	$2,822	-------	43,230
1853	5,318	40,962	-------	-------	260	-------	46,540
1854	247	10,368	-------	-------	-------	-------	10,615(*b*)
1855	-------	6,171	-------	-------	-------	-------	6,171

The exports from the United States to this duchy consist of tobacco, rice, breadstuffs, cotton, and manufactures of India-rubber, &c. The soil, owing to the vast forests and mountains which cover so much of its surface, is not favorable to agricultural pursuits; hence breadstuffs form a large item of imports from foreign countries.

GRAND DUCHY OF BADEN.

THIS is one of the most important of the dukedoms which belong to the Zollverein. The Rhine flows along its southern and western frontiers, and the Neckar is navigable through the duchy until it falls into the Rhine.

The mineral productions of this duchy are numerous and valuable, but agriculture forms the chief wealth of the population. The produce of the vineyards, estimated according to the average contents of the Baden casks, is about 14,000,000 gallons per annum. The manufactures are yearly increasing in importance and value, and necessarily create an increasing demand for American staples, especially tobacco and cotton.

The principal exports are, raw materials, horse-hair, pig-iron, sheep and goats' skins with the wool and hair on, rags for paper, wool manufactures, wine, kirschenwasser, salt, linen and cotton goods, wooden clocks, straw hats, and paper. The chief imports are, rice, cotton, tobacco, sugar, and various articles of luxury. Exports for the United States are usually transported to Rotterdam, Ostend, Bremen, or some other convenient seaport, for shipment.

For rates of transportation and freights to the ports of the United States, see Consular Return, "No. 7, Manheim, May 16, 1854." Part III.

(*a*) For the port of New York alone, and only for six months, viz: from 1st January to 30th June.

(*b*) For one quarter only.

The following statement exhibits the value of exports, the produce and manufacture of Baden, to the United States, during a period of five years, from 1851 to 1855, both inclusive, specifying the countries through which said exports were shipped for the United States:

Years.	VIA—						Total.
	Hamburg.	Bremen.	Holland.	France.	Belgium.	England.	
1851	$418	$19,382	$8,594	$16,505	$1,753	$4,338	$50,990(a)
1852	----------	46,366	54,455	30,004	5,780	13,341	149,946
1853	6,710	48,893	17,158	32,811	10,047	24,032	139,651
1854	881	10,279	7,235	63,397	21,735	11,390	114,917(b)
1855	259	33,751	42,844	74,764	115,768	9,553	----------

HANOVER.

THE commerce between the other states of the German Customs Union and the United States is not of much importance. The linens of Hanover always find a ready market; and, were interposing import duties in both countries modified or altogether abolished, the linens, raw wool, lead, rape-seed, hemp, and flax of this kingdom would be much more extensively exchanged for American rice, sugar, tobacco, and similar produce.

The direct exports from the United States to Hanover in 1852 were, besides staves and flour (in value $115), 186 hhds. of tobacco, valued at $5,791. The value of exports from Hanover, via Hamburg and Bremen, in 1853, was $15,841, and the exports from the United States direct to Hanover were 143 hhds. tobacco, valued at $6,290. All other American exports found their way to the markets of Hanover through the ports of Bremen and Hamburg. The value of exports from Hanover in 1855 was $44,277, of which there reached the United States via Bremen $43,409, and via Belgium $868.

The tobacco annually produced in the kingdom of Hanover is valued at about $50,000, from which about 2,500,000 lbs. of smoking tobacco is annually manufactured. Were the Zollverein duty on tobacco abolished, as it has been on raw cotton, the cultivation of the inferior quality produced in Hanover would not only cease altogether, but her tobacco manufactories (346 in 1843) would be multiplied, and the manufacturing industry of the kingdom more profitably developed.

The principal seaports of Hanover are Emden, Harburg, and some minor ports or shipping places on the Weser, in the district of Aurich, or that part of Hanover west of Oldenburg. The Hanoverian trade from the Elbe centres at Hamburg, that of the Weser at Bremen.

The commerce of the port of Harburg, on the Elbe, has, within a few years, assumed considerable importance. In 1849 the number of vessels arriving at this port was only 49. The following exhibits the results of three years, ending with 1854:

Years.	Vessels entered.	Vessels cleared.
1852	691	574
1853	834	859
1854	1,032	1,027

(a) For the port of New York alone, and only for six months, viz: from January 1st to June 30th.

(b) For the port of New York, and for one quarter only.

The preceding summary indicates the rapidly increasing commerce of this port. The vessels chiefly come from the countries of northern Europe, but some even from the Mediterranean. Thus, in 1854, there proceeded from the Mediterranean ports 580 vessels under the Hanoverian flag, 152 under the British flag, 135 under the Danish, 81 under the Dutch, and 3 under the French flag. Of these, 265 entered, and 679 cleared in ballast, or with partial freights. The remaining vessels were laden chiefly with wood, stone, oil-cakes, and sundries.

The river (Elbe) arrivals, during the same period, were :

In 1849	2,918	batteaux.
1852	4,079	"
1853	4,226	"
1854	5,393	"

The marine service of Harburg consists of 1 three-master, 6 barques, 3 brigs, 2 brigantines, 1 schooner, and 6 smaller craft; making in all 19 sail, exclusive of one barque on the stocks.(*a*)

Notwithstanding this rapidly increasing prosperity of the port of Harburg, and the commercial facilities which it receives from the Hanoverian government, Hamburg, on the opposite side of the river, is the principal centre of Hanoverian trade. Within the past ten years the number of vessels belonging to Hanover has tripled in this port. In each of the years 1852 and 1853, there arrived 1,100 vessels under the Hanoverian flag, measuring, in the aggregate, a tonnage of about 15,000 commercial lasts, of 6,000 pounds each, or an aggregate of 44,000 tons. In the navigation of Hamburg, Hanover holds the third rank as respects tonnage—the tonnage of the port itself ranking first, and that of England second. The freights in 1853, in Hanoverian bottoms, exceeded those of the preceding year 100 per cent., and many years the freights are three-fold greater than those given for the years immediately preceding.

The Hanoverian flag participates proportionally in the general foreign trade, and enjoys a considerable share in the movements with trans-Atlantic countries.

In 1854 the number of Hanoverian vessels in the port of Hamburg largely exceeded that of any former year. It reached as high as 1,330 vessels, measuring an aggregate of 20,336 lasts, or nearly 60,000 tons, entered, and 1,317 vessels cleared. The smaller craft, exclusively engaged in the river trade, are not comprised in these totals.

The commercial movements at the port of Emden in 1854 present the following results :

Imports	1,718,050	thalers (gold). (*b*)
Exports: Direct	1,451,031	"
Indirect	596,388	"
Total	3,765,469	"
3,765,469 thalers equal to	$2,965,306	

The import trade employs 5,895 vessels, and 4,107 vehicles for the land trade.

The imports consist chiefly of cereals, butter, and cheese; and the exports are mostly of the same character. These latter employ, for the home trade of the port of Emden, 391 vessels. England, Holland, and Belgium are the principal countries to which the exports from this port are destined. The mercantile houses of Emden engaged in the direct trade between that port and the Russian ports of the White sea, the Baltic and the Black seas, own about 3,000 tons of the marine service employed in that commerce.

The cultivation and manufacture of flax, hemp, &c., yielded, in the export trade of Hanover, in 1853, 8,500,000 francs, or nearly $1,700,000. This sum exceeded the value of similar exports in 1852, namely: of flax exported, 724,000 francs; and of tissues, 1,070,000 francs.

(*a*) For effective merchant marine for 1855, see page 342. (*b*) The thaler (gold), or Bremen thaler, equals 78¾ cents.

The tissues of Hanover are in high repute in foreign markets; and at the German Industrial Exposition, held at Munich in 1854, they were favorably noticed.

As the cultivation and manufacture of flax and hemp constitute the chief agricultural and industrial wealth of the kingdom of Hanover, the annexed table, showing the quantities of tissues manufactured, and their values, from 1840 to 1853—a period of fourteen years—is compiled from the official returns of that government:

Years.	Tissues manufactured.		Values.		
	Pieces.	*Ells.*(a)	*Thalers.*	*gr.*	*pf.*(b)
1840	214,592	18,139,174	1,489,812	0	0
1841	217,764	18,295,214	1,551,326	22	8
1842	217,244	18,346,133	1,474,730	18	0
1843	193,831	16,630,619	1,362,355	6	11
1844	198,173	16,567,666	1,288,522	0	1
1845	203,785	17,183,187	1,326,269	14	0
1846	192,251	15,568,526	1,311,891	13	10
1847	223,608	18,043,585	1,564,776	21	5
1848	195,435	16,391,388	1,327,726	21	5
1849	233,609	19,228,620	1,585,112	7	10
1850	249,448	20,800,677	1,763,535	8	7
1851	241,758	19,655,446	1,640,296	8	4
1852	219,246	17,875,366	1,460,116	2	7
1853	207,094	16,935,673	1,446,555	11	10

The tissues and yarns of Hanover are exported directly from Hanoverian ports for Friesland and the countries below the Elbe, Sweden and Norway, Mecklenburg, Holland, and the states of the Zollverein;

From Bremen, for New York, Baltimore, Havana, St. Domingo, Porto Rico, Porto Cabello, Laguayra, Venezuela, Mexico, and the Canary Isles;

From Hamburg, for the cities and countries above designated, and also for Brazil, New Orleans, Cuba, and the West Indies.

Effective merchant marine of Hanover in 1855.

Sailing vessels.—Total, 701; aggregate tonnage, 64,741 tons.
Coasting and river craft.—Total, 1,839; aggregate tonnage, 33,121 tons.
Steam-vessels.—Total, 8; aggregate tonnage, 551 tons.

Effective merchant marine of Harburg in 1855.

Sailing vessels.—Total, 18; aggregate tonnage, 5,102 tons.
Steam-vessels.—Total 2; aggregate tonnage, 810 tons.

Adjacent to the town of Stade, on the Elbe, stands the castle of Brunshausen, near which a vessel is stationed to receive toll on all vessels passing up the river. American vessels passing up to Hamburg are subjected to vexatious and onerous duties at this point, seriously, and in violation of the treaty of June 10th, 1846, with Hanover, affecting American commerce with that port. Hamburg property and the Hamburg flag are exempt from any duty at Brunshausen.

(a) The ell of 2 feet=22.91 English inches. (b) 12 pfennings=1 groschen: 24 groschen=1 thaler=73 cents.

The 3d section, article 1, of the treaty of 1846, is in these words: "And further, it is agreed, that no higher or other toll shall be levied or collected at Brunshausen or Stade, on the river Elbe, upon the tonnage or cargoes of vessels of the United States, than is levied or collected upon the tonnage and cargoes of vessels of the kingdom of Hanover."

Article 7 is in the following words: "The high contracting parties engage, mutually, not to grant any particular favor to other nations, in respect of navigation and duties of customs, which shall not immediately become common to the other party; who shall enjoy the same freely, if the concession were freely made, or on allowing a compensation, as near as possible, if the concession was conditional." It is proper, however, to add, that it is claimed that the concession is conditional, viz: services rendered to the Hanoverian custom-house in the computation and collection of duties, &c., by the officials of Hamburg.

If the flag and property of Hamburgians pass Stade exempt from any toll or duty, the imposition of either on American vessels is clearly in violation of treaty stipulations.(*a*)

The duchy of Oldenburg is nearly enclosed within Hanover, having, however, a sea frontier of from forty to fifty miles, and the Weser bounding it on the west. This duchy lies in the basin of the North Sea, and is entirely flat, and in many places marshy, though in several parts it possesses excellent pasturage, on which horses, cattle, and sheep are extensively raised. The soil is not well adapted for agricultural purposes; and, hence, the agricultural productions are not sufficient for the consumption of the inhabitants. Its commerce with the United States is small. In 1852, Oldenburg sent, *via* France and England, to the United States, merchandise amounting to $478. This duchy entered the Zollverein League, 1st January, 1854.

THE FREE CITY OF FRANKFORT-ON-THE-MAYN.

In Consular Return, dated "Frankfort-on-the-Mayn, 14th September, 1854" [Part III], will be found a minute and comprehensive report on the commercial movements of the city of Frankfort-on-the-Mayn. The information contained in that report is so full and explicit, and coming down, as it does, to a later period than that embraced in the official reports of the Hanse-towns, in possession of the Department, it is deemed unnecessary to add anything further, in this place, than the following general summary of the trade of this city in 1851:

Merchandise transported.	Entered.	Cleared.	Transit.
	Quintals.(*b*)	*Quintals.*	*Quintals.*
1st. By railroad	574,884	576,798	----------
2d. By land, otherwise than by railroad	479,966	394,734	364,921
3d. By water	436,590	238,070	88,347
Total	1,491,440	1,209,602	453,268

The countries which participated in these commercial movements, were:

North—The Hanse-towns, Hanover, Saxony, the Thuringian states, the electorate of Hesse, Prussia, and Bohemia;

South and southeast—Switzerland, Italy, the south of France, Austria, Bavaria, Wurtemburg, Baden, and the grand duchy of Hesse;

West and northwest—England, Belgium, Holland, the north of France, the Rhenish provinces, and the duchy of Nassau.

(*a*) See Consular Return No. 6, Hamburg, September 26, 1854. Part III.

(*b*) 110 pounds each.

The arrivals by water cleared from the different points along the valleys of the Rhine and of the Mayn, and from the port of Mayence. (*a*)

The merchandise arriving from foreign countries (that is, from other than German countries) reached as high as 267,773 kilogrammes,(*b*) of which 221,614 came from Rotterdam and Amsterdam, transported under the direction of the Mayn and Rhine Steamboat Company.

In the imports from foreign countries, "colonial produce" and provisions predominate. The former comprised drugs, medicinal and for dyeing purposes, as well as some manufactured articles. Coffee figured as high as 54,333 quintals, and rice 12,046 quintals.

The year 1851 exhibits an increase over the general trade of 1850 of 131,624 quintals, in imports; and of 180,168 in exports. The total amount of duties collected at Frankfort, in 1851, was 1,531,075 florins, or nearly $612,430.

The proportion of duties paid at Frankfort-on-the-Mayn, on account of the Zollverein, were—

In 1849	1,427,536 florins.
1850	1,451,343 "
1851	1,528,859 "

General Remarks and Statements.

Tobacco.—The following summary, compiled from Prussian official returns, exhibits the progress of tobacco culture in the kingdom of Prussia and its dependencies during the year 1847:

Total superficies of land under tobacco 18,294 hectares,(*c*) or 36,588 arpens.(*d*) These were thus distributed throughout the provinces:

Brandenburg	6,698	hectares.
Pomerania	3,142	"
Saxony	2,450	"
Posen	1,919	"
Silesia	1,648	"
Rhenish Prussia	1,053	"
Prussia { Western	815	"
Prussia { Eastern	561	"
Westphalia	8	"
Total	18,294	"

(*a*) The following condensed summary of a report recently published by the Chamber of Commerce of Mayence, will exhibit the general navigation and trade of that city in 1855:

Notwithstanding the war, and the dearness of provisions, the commercial wealth of Mayence augmented in 1855. The governments of the League are urged to remove the obstructions to the navigation of the Rhine, and the heavy duties to which such navigation is subjected; otherwise it will be impossible to contend against the railroads constructed along its banks.

The quantity of goods transported by the river boats of Mayence during the year 1854 was 669,019 quintals; and during the year 1855, it amounted to 655,636 quintals.

The steamboats of Cologne and Dusseldorf transported in 1854, 82,310 passengers, and 179,824 quintals of merchandise; in 1855, 59,486 passengers, and 148,275 quintals of merchandise.

The steamers of the Mayn (Warzburg company) transported in 1854, 7,745 passengers, and 58,747 quintals of merchandise; in 1855, 6,407 passengers, and 58,357 quintals of merchandise.

The steamers of Frankfort transported in 1854, 58,246 passengers, and 80,242 quintals of merchandise; in 1855, 60,553 passengers, and 90,565 quintals of merchandise.

The number of arrivals and departures of vessels at Mayence in 1854 was 9,156, carrying 2,509,147 quintals of merchandise; and in 1855, 8,373, carrying 2,750,000 quintals of merchandise.

The construction of iron vessels is retarded by the heavy duties of the Zollverein on the introduction of foreign iron. It is recommended to the government of Hesse-Darmstadt to abolish the duties on iron in favor of Mayence, as has been done in favor of Pforzheim and Carlsruhe by the government of Baden. Mayence paid iron duties in 1854, 119,825 florins, and in 1855, 134,883 florins.

(*b*) Each 2.20 pounds. (*c*) Each equals 2.4711 acres. (*d*) Each equals 1.2620 acre.

Assuming, as the average produce of one hectare, 10 quintals per annum, valued at 34 francs ($6 32½) per quintal, the total production of tobacco in the kingdom and dependencies of Prussia would amount to 182,940 quintals, of the value of 6,219,960 francs; or $1,156,912.

Cotton Manufactures.(*a*)—Since the organization of the Zollverein, cotton-spinning has gradually risen to the very highest rank among the manufactures of Prussia. In 1828 the consumption of raw cotton reached 38,556 quintals; in 1843 it ascended to 194,789 quintals. This amount bears to the whole quantity consumed in all the Zollverein states the proportion of 1 to 3. In 1843 there were in Prussia 136 factories, working 150,436 spindles; producing, however, much coarse and inferior yarn. In Silesia there were 5 factories, in the villages of Neidermerzdorf, Ullersdorf, Niederseifersdorf, and Erdmansdorf, working 36,038 spindles. During the same year (1843) the circle of the regency of Coblentz possessed 4 factories, having 13,048 spindles; the circle of Cologne, 6 factories, with 14,346 spindles; and that of Dusseldorf, 26 factories, with 64,659 spindles. Of the other states of the Zollverein, Saxony and the duchy of Baden occupy the next rank in the manufacture of cotton tissues.(*b*)

In 1843 Bavaria consumed 9,580 quintals of raw cotton, feeding 60,000 spindles.

Since the accession of Wurtemburg to the Zollverein, cotton-spinning has largely augmented. In 1851 this state counted 12 factories, with 33,000 spindles, consuming annually 7,500 quintals (*c*) of cotton.

Saxony is the great central point of the cotton manufactures of the Zollverein; more than half of the cotton factories in the whole Customs Union belonging to this kingdom. As early as 1836, there were employed in Saxony 375,730 spindles; in 1839, before competition from other countries had disputed the monopoly of the markets with Saxony, the number of spindles in actual operation reached as high as 508,739. In 1845 these were reduced to 12,500, distributed among 116 factories, giving employment to 12,500 hands, and producing upwards of eleven million pounds of cotton-yarn.

The duchy of Baden, since its union with the Zollverein in 1835, has risen to a high grade of importance and prosperity in the manufacture of cotton tissues. Next to Saxony, it maintains the first rank, in proportion to its limited area, among the states of the Zollverein. In 1842 it counted 125,000 spindles, producing 1,750,000 kilogrammes of cotton-yarn, and consuming 2,941,000 kilogrammes of cotton.

The great progress of the cotton factories in the states of the Zollverein has necessarily required augmented supplies of the raw material. In 1836 the quantity consumed reached 156,776 quintals of the Customs Union.(*d*) In 1844 it ascended to 266,203 quintals.

During the nine years ending with 1844, the augmentation in the quantity of raw cotton consumed was in the ratio of 58 per cent. more than the increase in the population. In 1844 (the latest period for which the Department is in possession of full statistics) the raw cotton consumed yielded nearly 15,000,000 lbs. of manufactured cotton. The total number of spindles, in all the states, amounted to 890,000. The annual yield of each spindle was computed at about 28 lbs., and the number of persons employed at 25,000.

In 1853, the export of cotton tissues from the Zollverein amounted in value to $2,394,497; of which amount $2,075,299 in value came from the factories of Saxony. In 1855 the Zollverein sent, through the Hanse ports, to the United States, cotton fabrics to the value of more than a million and a half of dollars, in return for the raw material. Bremen, in 1853, sent to the Zollverein cotton imported direct from the United States, to the value of $984,772.

As appropriate to this statistical review of the progress of cotton manufactures in the states of the Zollverein, the following general results of this branch of industry during the two years for which authentic data are at hand, are condensed from official reports. It may be remarked,

(*a*) Translated and condensed from "*Annales du Commerce Extérieur.*"

(*b*) Prussia, during the four years ending 1854, received from Great Britain an annual average of 6,709,556 pounds of cotton, most of it, doubtless, of United States origin, and far exceeding, probably, the quantity transported thither in American vessels. (*c*) Each 103.14 lbs. avoirdupois. (*d*) 110 lbs. each.

that the manufacturing industry of the states of the Zollverein is active, and yearly advancing; and that within the past few years machinery has been gradually, and somewhat extensively introduced. For the general dearth of accurate statistical information, and the present state of Prussian manufactures, see Consular Return, "Aix la Chapelle, July 1, 1853." Part III.

Comparative statement exhibiting the general manufacturing movements in the States composing the Zollverein, in 1843 *and* 1844.

	1843.	1844.
	Kilogrammes.	*Kilogrammes.*
1. Movement in raw cotton: Imports	19,556,000	17,936,000
Exports	4,220,000	4,626,000
Excess of imports over exports	15,336,000	13,310,000
2. Movement in cotton yarn: Imports	22,871,000	20,765,000
Exports	2,768,000	2,114,000
Excess of imports over exports	20,103,000	18,651,000
3. Production of the factories	11,502,000	11,314,000
4. Movement in cotton tissues: Imports	525,000	476,000
Exports	3,738,000	4,064,000
Excess of exports over imports	3,213,000	3,588,000

SUGAR.—The following summary exhibits the progress of sugar operations in the states of the Zollverein in 1849 compared with 1840:

Years.	RAW.		REFINED.	
	Imports.	Re-exported.	Imports.	Exports.
	Kilogrammes.	*Kilogrammes.*	*Kilogrammes.*	*Kilogrammes.*
1849	29,743,000	----------	18,000	----------
1840	50,686,000	1,156,000	359,000	2,140,000
Decrease since 1840	20,943,000	1,156,000	341,000	2,140,000

The preceding figures indicate the extent to which beet-root sugar has supplanted, in the sugar-refineries of the Zollverein, the cane sugar of foreign countries.

The following table exhibits the quantities of cane and beet-root sugar annually consumed in the states of the Zollverein, predicated upon the official returns for the years designated:

Cane sugar.—1844 ..... 54,004,000 kilogrammes.
" 1845 ..... 59,598,000 "
" 1846 ..... 52,628,000 "

Beet-root sugar—all of which is consumed in the states of the Zollverein:

Years.	Beet-root employed.	Sugar produced.	Proportion per ct.
	Kilogs.	*Kilogs.*	
1844-5.....	194,493,000	9,725,000	5 per cent.
1845-6.....	222,755,000	11,138,000	5 "
1846-7.....	281,692,000	14,085,000	5 "

This last sum, added to 55,000,000 kilogrammes (the annual average consumption of sugar from the cane), gives a total of about 69,000,000 kilogrammes for the annual consumption of the states of the Zollverein. This would be, in proportion to the whole population, about one-half the quantity consumed in France; and a sixth, or rather a fifth, more than is consumed in England.

The following is a general summary of the total trade of the states composing the Zollverein in the year 1850:

Imports.....	682,500,000	francs =	$127,945,000
Exports.....	648,500,000	" =	120,621,000
Transit.....	293,000,000	" =	54,498,000
Total.....	1,624,000,000	" =	303,064,000

The preceding estimates were drawn up by the distinguished Prussian statistician, Otto Hubner, and published in his annual Exposé of Economy and Statistics, for 1852. They are believed to be as nearly accurate as practicable.

The following table exhibits the proportions of duties distributed among the states of the Zollverein in 1851:

Prussia.....	56.07 per cent.
Bavaria.....	15.25 "
Saxony.....	6.37 "
Wurtemburg.....	6.07 "
Baden.....	4.58 "
Electorate of Hesse.....	2.46 "
Grand duchy of Hesse.....	2.90 "
Thuringian states.....	3.42 "
Brunswick.....	0.83 "
Nassau.....	1.43 "
Luxemburg.....	0.64 "

The free city of Frankfort-on-the-Mayn, by virtue of a special convention, received 805,909 thalers from the whole amount. (*a*)

(*a*) A consular return from Frankfort-on-the-Mayn says: "Its custom-house is one of the most considerable of the League. In the partition of the duties, it obtains a part three times greater than the share which would be allotted to it if based upon the proportion of its inhabitants. The motive is obvious; the city generally consumes three times, and more, the provisions and merchandise, than any of the German countries with the same amount of population."

Summary statement exhibiting the value of imports, the produce and manufacture of the Zollverein, into the United States, during the year ending June 30, 1853.

Imported from.	VIA THE PORTS OF—						
	Hamburg.	Bremen.	Holland.	Belgium.	France.	England.	Total.
Prussia	$373,930	$1,565,973	$21,279	$420,169	$1,801,435	$1,614,635	$5,797,421
Saxony	375,406	1,657,396	2,104	9,942	181,589	156,214	2,382,651
Bavaria	14,049	463,838	8,850	4,476	49,461	58,791	599,465
Baden	6,710	48,893	17,158	10,047	32,811	24,032	139,651
Frankfort-on-the-Mayn	4,988	112,194	4,187	97,947	223,019	52,236	494,571
Saxe-Meiningen	5,318	40,962	----------	----------	260	----------	46,540
Brunswick	----------	5,286	----------	----------	----------	----------	5,286
Hesse	2,330	48,918	12,606	12,265	88,650	69,051	233,820
Mecklenburg-Schwerin	228	----------	----------	----------	----------	----------	228
Bremen	----------	----------	----------	----------	----------	14,198	14,198
Hanover	933	14,908	----------	----------	----------	----------	15,841
Wurtemburg	----------	62,324	1,147	1,475	16,591	36,899	118,436
Total Zollverein	----------	----------	----------	----------	----------	----------	9,848,108

Summary statement exhibiting the value of imports, the produce and manufacture of the Zollverein, into the United States, during the first quarter of 1854.(*a*)

Imported from.	VIA THE PORTS OF—						
	Bremen.	England.	France.	Belgium.	Holland.	Hamburg.	Total.
Prussia	$199,080	$804,473	$547,307	$119,251	$8,298	$12,515	$1,690,924
Saxony	376,249	123,572	103,944	1,284	5,437	105,848	716,329
Bavaria	103,595	8,868	19,945	----------	94	555	133,057
Frankfort-on-the-Mayn	37,260	48,005	126,820	7,184	813	----------	220,082
Wurtemburg	4,552	12,057	5,418	324	1,462	----------	23,813
Hesse	23,185	15,180	38,815	----------	688	----------	77,868
Baden	1,577	8,326	25,067	2,338	2,391	----------	39,699
Hanover	822	----------	----------	----------	----------	----------	822
Saxe-Weimar-Eisenach	44	----------	----------	----------	----------	----------	44
Total Zollverein	----------	----------	----------	----------	----------	----------	2,902,638

(*a*) The only official returns, accessible to the Department, from which the trade of the different states composing the Zollverein could be exhibited in summary statements, are those given in Commerce and Navigation; but, owing chiefly to the difficulty of keeping up regular and successive series of annual returns of indirect trade with any country, statements of the indirect trade with the Zollverein are found in Commerce and Navigation for occasional years only. Hence the imperfect form of some of these tables.

Summary statement exhibiting the value of imports, the produce and manufacture of the Zollverein, into the United States, during the second quarter of 1854.

Imported from.	VIA THE PORTS OF—						
	Bremen.	England.	France.	Belgium.	Holland.	Hamburg.	Total.
Prussia	$872,609	$456,661	$511,808	$274,466	$6,316	$162,506	$2,284,366
Saxony	569,103	47,323	39,470	10,061	3,700	125,807	795,464
Bavaria	300,894	10,031	23,689	3,275	225	14,026	352,140
Frankfort-on-the-Mayn	78,502	27,282	951,698	39,273	860	467	242,082
Hanover	5,204	20,518	----	----	----	----	25,722
Baden	10,279	11,390	63,397	21,735	7,235	881	114,917
Hesse	42,795	14,825	57,358	7,881	940	306	124,102
Wurtemburg	25,940	13,345	9,289	198	322	----	49,094
Saxe-Meiningen	10,368	----	----	----	----	247	10,615
Brunswick	1,989	----	----	----	----	320	2,309
Oldenburg	----	----	282	----	----	----	282
Total Zollverein	----	----	----	----	----	----	4,001,093

Summary statement exhibiting the value of imports, the produce and manufacture of the Zollverein, during the year 1855, *compared with* 1853 (*a*) *and* 1852.

[Compiled from United States Treasury Reports on Commerce and Navigation.]

Imported from.	VIA THE PORTS OF—							
	Bremen.	England.	France.	Belgium.	Holland.	Hamburg.	Rotterdam.	Total.
Prussia	$1,982,313	$1,942,463	$1,926,249	$840,604	$67,314	$264,714	$905	$7,024,562
Bavaria	692,048	26,878	60,711	5,886	1,261	35,764	945	823,493
Saxony	2,013,910	168,915	114,745	25,303	6,437	381,281	.....	2,710,591
Frankfort-on-the-Mayn	225,137	42,936	304,570	85,024	12,819	11,721	.....	682,207
Baden	33,751	9,553	74,764	115,768	42,844	259	1,153	278,092
Wurtemburg	75,441	34,263	21,819	9,472	7,394	813	201	149,403
Hesse	186,744	35,974	130,306	26,590	11,435	5,369	.....	396,418
Brunswick	3,223	.....	.....	.....	.....	.....	.....	3,223
Oldenburg	1,047	.....	138	.....	.....	23	.....	1,208
Saxe-Meiningen	6,171	.....	.....	.....	.....	.....	.....	6,171
Saxe-Weimar	9,194	.....	.....	.....	.....	4,215	.....	13,409
Hanover	43,409	.....	.....	868	.....	.....	.....	44,277
Countries not specified	52,583	581,844	4,445	47,435	16,169	.....	.....	702,476
Total 1855	5,324,971	2,842,826	2,637,747	1,156,950	165,673	704,159	3,204	12,835,530
Total 1853	4,020,692	2,026,056	2,393,816	556,321	67,331	783,892	.....	9,848,108
Total 1852	3,769,175	1,970,948	2,201,105	625,279	173,931	616,756	.....	9,357,194
Increase in 1855 over 1852	1,555,796	871,878	436,642	531,671	.....	87,403	3,204	3,478,336
Decrease " "	.....	.....	.....	.....	8,258	.....	.....	.....

(a) No data for 3d and 4th quarters of 1854.

PORT REGULATIONS.

The following regulations apply to all the Prussian ports:

Notifications to captains of ships respecting importation and exportation by sea in the Prussian dominions.

On a ship arriving in the road or port, the master must submit to the police regulations of the port, which are made known to him or the officer in command; the master is then required to proceed to the custom-house, and deliver a complete manifest of the cargo. This manifest or general declaration is required to state clearly if the whole cargo is to be entered at the port, and the part, if any, which is to be carried further in the ship; that part to be stated under a special head.

The merchandise, as per bills of lading, is then entered regularly.

The statements for entry are to be drawn up, specifying the description, weight, measure, or quantity, agreeably to a zoll-tariff for the payment of duties.

Excepting various articles imported in an unpacked state, the following measures are to be adopted:

For beer in casks, tuns of 100 Prussian quarts.

For wines, brandy, and vinegar, in casks (eimers) of 60 Prussian quarts.

For herrings, barrels.

For burnt chalk, tuns of 4 Prussian bushels.

For all other packed articles, centners of 110 pounds gross weight.

If there be several packages of similar articles, and each package contains an equal quantity, they may be entered together, according to their number and size, and with a general statement of the contents.

If the contents of the packages vary, it will be necessary to specify the contents of each. The luggage of passengers must be noted as such in the manifest. If it consist of usual travelling luggage, it will be sufficient to state the several boxes or parcels; but if it include goods, these must be stated according to number and description.

The personal property of the master, with the exception of provisions, must be stated like other goods, but omitting the declaration to a consignee; and it must also be stated in the declaration what are the articles which are not in the ship's hold.

A form is presented to the master to fill up as his report. It must be filled up exactly according to this form, and written clearly in the German language.

This declaration is binding on the master, and each error that may be discovered on the unlading, or on examination, subjects him to a penalty stated in the customs laws.

If the master has not a report with him, he may have one prepared in the port by a customs officer; in which case, he delivers all his papers to the officer, who stamps and numbers them, the last number being marked as such. The master, at the same time, informs the officer of the goods or luggage belonging to himself or to passengers, if there be no account of the same; the officer makes out a list thereof, which is signed by the master, and returned, in order to be inserted in the report. If the report has to be prepared on shore, it must be delivered to the customs officers within 24 hours after the arrival of the ship in the road; if not, possession will be taken of the ship, at the master's expense. Customs officers may take possession of the ship at once, free of expense. It is required of the master to procure the necessary information for the report, in the arranged manner, on receipt of the cargo. If he does not so prepare himself, the customs officers assume the whole direction of landing the cargo, according to the regular instructions in such cases. Respecting the ship's provisions, if they consist of articles which pay a consumption duty, a separate report is required in duplicate; one is returned to the

master, after revision, in order that he may take on board an equal quantity of similar provisions when he sails. If he fails in this, or if the sailing is delayed beyond a twelvemonth, the consumption duty must be paid on the provisions remaining on hand. The master is, however, at liberty to deposit the provisions at the custom-house until he sails, subject to the consumption duty if not taken away.

Articles not properly forming a part of the cargo, are so considered if they undoubtedly appertain to the ship's inventory, and are articles for the use of the voyage.

Articles which are not considered as such, are to pay duty if they be subject to a consumption tax; or they may be landed, in order to be deposited in the custom-house.

If a vessel remains in the road, and does not enter the port, and only discharges the cargo into lighters, the consumption of provisions in the road is duty free. A report of the provisions is sufficient, and no further control over the same is observed, except in particular cases when considered necessary. If the master is bound for another destination, and only enters the harbor through distress, then a general inspection is only made, in order that no part of the cargo may be disposed of. A report, however, is to be made of the cargo.

In cases of shipwreck, on the salvage of the cargo, the kind and quantity is ascertained, with the assistance of the regular officers, and the cargo shall be placed in security until further directions are issued.

The cargo of vessels which winter in Prussian ports must be declared without unnecessary delay, in as far as the ship's papers and the knowledge of the master afford information. An inspection of the outer parts and decks of the vessel, and the stores or articles thereon, takes place at once, and the ports or hatchways of the ship's hold are then locked. Until the declaration, inspection, and locking up of the vessel take place, it is watched at the expense of the captain; which guarding, in particular cases, may continue as long as the customs officers may consider necessary.

Ships which only anchor in the roads, and do not enter the port, are not considered within the control of the customs officers; they must not, however, hold intercourse with the shore or the port, without delivering a report and their papers.

If the ship remain in the roads longer than 24 hours after the declaration is made, without entering or proceeding to unload, unless the one or the other be prevented by stress of weather, then an officer repairs to the ship, examines the decks, &c., and locks up the hatches, &c., of the hold.

To the officers who are on service on board the vessel, proper maintenance is to be allowed, the same as is afforded to travellers of the trading class.

If the guarding of the ship is at the expense of the master, he is obliged to pay the officers according to their rank, as specified in the local regulations, and to provide also for their landing or return to their dwelling-place.

If it occurs that officers, owing to an interrupted communication with the shore, are forced to remain on board beyond two days, then the master must allow them food, on their paying for the same: if any difficulty arises about the charge, it is to be decided by the authorities.

The instructions of the officers as to the discharge of the vessel must be strictly followed, in order that they may be able to fulfil properly the duties of their office.

When the master has just cause of complaint against the conduct of the officers, he must present his accusation to the chief custom-house of the port; and he may, after previous examination, expect, without delay, their dismissal from place (abstellung).

The foregoing are the provisions of the customs law, as far as regards the seaports. In regard to duties, see the general tariff, in its proper place. [Part II.]

AUSTRIA.

AUSTRIA.

THE treaty of 1829, between the United States and Austria, establishes a perfect reciprocity of commercial intercourse between the two countries. Its principal stipulations are as follows:

There shall be, between the United States territories and those of Austria, a reciprocal liberty of commerce and navigation. All the ports, places, and rivers of the territories of either power, open to foreign commerce, shall be open to the inhabitants of each, respectively. Austrian vessels arriving, either laden or in ballast, in the ports of the United States, and, reciprocally, vessels of the United States, either laden or in ballast, arriving in the ports of Austria, shall be treated, on their entrance, during their stay, and at their departure, upon the same footing as national vessels coming from the same place, with respect to the duties of tonnage, light-houses, pilotage, and port charges, of whatever kind or denomination, levied in the name or to the profit of the government, the local authorities, or of any private establishment whatever. All kinds of merchandise, and articles of commerce, either the produce of the soil or of the industry of either country, which may lawfully be imported into each, respectively, shall be admitted on payment of the same duties and charges, of whatever kind or denomination, as are applicable if imported under the national flag. This equalization of import duties and other charges to apply to the vessels and cargoes of each country, respectively, whether they clear directly from the ports of the country to which they belong, or from the ports of any other foreign country. The produce or manufacture of either country shall be admitted into the ports of the other on the same terms as the like articles, being the produce or manufacture of any other foreign country; and no prohibition shall be imposed on the importation or exportation of any article, the produce or manufacture of either country, to or from the ports of the other, which shall not equally extend to all other nations. The vessels of both powers, respectively, shall be admitted into the ports of either, on the same terms as national vessels, with the produce or manufacture of their own or of any other country. An exact reciprocity shall be observed in the ports of the territories of either power, in respect to the vessels of the other exporting or re-exporting merchandise or produce of any country, not prohibited; and the same bounties and drawbacks shall be allowed, whether such exportation or re-exportation be made in vessels of the one party or of the other. The coasting trade is reserved by each power to its own vessels, respectively. All favors hereafter granted by either party, in respect of navigation or commerce, to any other nation, shall become common to the other party, freely, if it was freely granted to such other, or on similar terms if it were conditional. The consuls, vice-consuls, agents, and commissioners of each of the high contracting parties shall enjoy, in the ports of the other, the same privileges and powers as those of the most favored nation. The treaty to continue in force for ten years, with the usual twelve months' notice by either party desiring to terminate it after that time.

The Austrian empire, which embraces an area of 272,511 square miles, and contains a population of 37,500,000 inhabitants,(*a*) is, next to Russia, the most extensive country on the continent of Europe. Its geographical divisions are, besides Austria proper—*north*, Bohemia, Moravia, Gallicia; *south*, the Lombardo-Venetian kingdom, Illyria, Styria, Dalmatia; *west*, Tyrol; and *east*, Hungary and Transylvania.

(*a*) Of these, 15,000,000 are of Sclavonic origin, 8,000,000 of German, 8,000,000 of Italian, and 6,500,000 of the Magyar and Asiatic races.

The Austrian empire has access, 1st. By means of western Germany, to the North sea; 2d. By the Danube, which traverses the entire extent of its territories, to the Black sea and the Turkish provinces; 3d. By the coast of the Adriatic, to the basin of the Mediterranean, which opens to it Greece and the ports of the Levant.

Such a geographical position would seem to be most favorable to the extension of the foreign commerce of Austria; yet its trade with other countries by no means corresponds with the extended territory, the population, and the resources of the empire. Its whole foreign trade does not much exceed in value the sum of eleven hundred millions of francs; nearly three-quarters of which sum is covered by the special commerce of the empire—that is, the commerce which supplies its own consumption, and consists in the exportation of its own products. This sum of eleven hundred millions of francs,(*a*) assigns to Austria the fifth rank among the great commercial nations of the world, viz: after England, the United States, France, and the Zollverein, and before Russia.

Notwithstanding this depressed condition of its foreign trade, Austria possesses, as a basis for its interior as well as its exterior commerce, the most abundant resources, in the fertility of its soil, the riches of its forests and its mines, as also in its manufacturing industry, which is protected by a tariff of duties generally restrictive, though of late years it has undergone liberal modifications.

The following summary of the principal products of Austria is translated and compiled from an official report of that government, dated 1841, the latest official publication of this character to which access has been had:

Articles.	Quantities.		Articles.	Quantities.	
Wheat	Hectolitres(*b*)	28,796,000	Hemp	Kilogrammes	39,424,000
Rye	do	37,698,000	Wool	do	34,788,000
Barley	do	30,716,000	Silk goods (pieces) value	Francs	50,700,000
Maize	do	20,222,000	Thread and tissues of flax and hemp	do	80,600,000
Oats	do	49,722,000	Woolen goods	do	186,524,000
Rice	Kilogram.(*c*)	47,600,000	Cotton goods(*f*)	do	117,000,000
Oxen and cows	Head	11,358,000	Iron, unmanufactured	Kilogrammes	144,000,000
Sheep	do	27,269,000	" manufactured	do	77,600,000
Timber	Cubic metres(*d*)	201,930,000	Steel	Quint. met.(*g*)	116,500
Tobacco	Kilogrammes	36,686,000	Other metals prepared and manufactured	Francs	72,800,000
Wines	Hect.(*e*)	23,892,000	Leather and skins prepared and manufactured	do	168,000,000
Beer	do	4,533,000	Coals	Tons	531,000
Brandy	do	1,645,000	Tiles and pottery	Francs	78,000,000
Beet-sugar	Kilogrammes	5,876,000	Glassware and mirrors	do	45,000,000
Oils	do	22,848,000	Manufactures of paper	do	21,000,000
Rock and sea salt	do	323,497,000			
Silk, in cocoons	do	19,349,000			
" raw	do	2,240,000			
Flax	do	50,765,000			

It must not, however, be inferred, from what has been remarked, that the commerce of Austria has not realized, of late years, a marked progressive movement. In the provinces along the line comprehended under the general tariff of customs duties, the total operations of commerce in 1831 reached only $68,634,000. In 1846 they ascended as high as $111,600,000, showing an increase of nearly 62½ per cent. in fifteen years. The foreign and general trade of the port of Trieste advanced during the same period in a corresponding ratio. Between the years 1843

(*a*) Or $204,600,000. (*b*) The hectolitre (dry measure) equals 2.83782 bushels. (*c*) The kilogramme equals 2.20 lbs.
(*d*) Each equaling 35.3166 cubic feet. (*e*) The hectolitre (liquid measure) is equal to 26.4178 gallons.
(*f*) Number of factories in the empire in 1850, 180. Number of spindles about 1,200,000. (*g*) Each 220.4737 lbs.

and 1844, it will be seen, by the following table, that this progressive movement, especially in the development and increase of the agricultural and manufacturing industry of Austria, was unusually active. This was doubtless owing, in a great measure, to the combined influence of protective tariffs, and of industrial and scientific schools upon the agricultural and manufacturing resources of the empire. To these must be added other causes, equally potent in stimulating the commercial enterprise of a nation, especially a nation like Austria, possessing such abundant resources—namely, increased activity in developing the riches of the mines and the forest; the production and manufacture of silk in Lombardy; of wool and hemp in Bohemia, Silesia, and Moravia; of glass and chemical wares in Austria proper, as also in Bohemia; of iron in nearly every province of the empire, especially in Styria, Carniola, and Carinthia; and of the profitable quicksilver mines at Idria, in the province of Carniola—the richest quicksilver mines in Europe after that of Almaden, in Spain, yielding annually from 3,200 to 3,500 cwts. of quicksilver, and employing 600 workmen.

It appears that the manufacture of cottons does not share proportionally in the rapid development of Austrian industry. The raw article, as will be shown subsequently, forms the chief export from the United States to that country. According to an Austrian statistical authority, published in 1838, there were imported into the empire 13,000,000 kilogrammes of raw cotton the previous year. In 1843 the importation of this article reached nearly 20,000,000 kilogrammes; showing an increase of 50 per cent. in about six years.

It is estimated that Austria imports from 22 to 25 millions kilogs. of raw cotton, which yield from 16 to 17 millions kilogs. of yarns. Three-fourths of this cotton is received through the ports of the Mediterranean—12 millions kilogs., at least, coming through the port of Trieste. Until recently, the duty was $1 39½ per 220 lbs.; now, raw cotton is admitted free.

The annual value of cotton tissues produced in the empire is estimated at 45 to 50 millions of francs, and the number of pieces turned out reaches annually about six and a half millions.

Bohemia is the chief seat of these manufactures. Moravia, Silesia, Lombardy, Lower Austria (including Vienna), Voralberg, and Upper Austria rank next, in the order in which they stand; Venice, Gallicia, Illyria, Styria, the litoral provinces, and Tyrol (Voralberg excepted), manufacture but little; Dalmatia, none; Hungary, Transylvania, and the military confines, produce in small quantities, insufficient for home consumption, a very coarse kind of cotton tissues.

The following tables exhibit the special commerce of Austria in 1843 and 1844, along the entire territory comprehended under the Customs General of Austria, and are derived from French Annals of Commerce:

I. BY THE FRONTIERS.

By land.	1843.		1844.	
	Imports.	Exports.	Imports.	Exports.
	Francs.	*Francs.*	*Francs.*	*Francs.*
By the frontiers of the Zollverein	78,325,000	91,964,000	86,478,000	109,500,000
Cracovia	1,315,000	7,528.000	1,443,000	6,927,000
Poland	105,000	3,279,000	169,000	3,892,000
Russia	10,154,000	6,083,000	11,292,000	7,420,000
Turkey	36,366,000	20,586,000	36,041,000	23,761,000
Sardinia and Italy	35,771,000	41,254,000	34,746,000	33,444,000
Switzerland (*a*)	5,389,000	48,394,000	5,270,000	46,810,000
Total	167,425,000	219,088,000	175,439,000	231,754,000

(*a*) Switzerland receives a considerable portion of her imports from the United States *via* Trieste.

By sea.	1843.		1844.	
	Imports.	Exports.	Imports.	Exports.
	Francs.	*Francs.*	*Francs.*	*Francs.*
By Trieste	70,597,000	30,742,000	69,644,000	32,141,000
Venice	42,188,000	10,203,000	41,873,000	10,525,000
Fiume	636,000	5,444,000	796,000	5,018,000
Other litoral ports	8,848,000	5,219,000	9,909,000	5,569,000
Total	122,269,000	51,608,000	122,222,000	53,253,000
Total by land	167,425,000	219,088,000	175,439,000	231,754,000
Total by land and sea	289,694,000	270,696,000	297,661,000	285,007,000

Total imports and exports in 1843 ..... 560,390,000 francs.
Do. do. 1844 ..... 582,668,000 "

II. BY PROVINCES.

Provinces.	1843.		1844.	
	Imports.	Exports.	Imports.	Exports.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Austria, Lower	52,618,000	30,114,000	54,868,000	31,465,000
" Upper	6,707,000	10,188,000	7,582,000	12,841,000
Styria and Illyria	8,698,000	1,020,000	9,485,000	1,071,000
Litoral provinces	12,382,000	19,496,000	12,805,000	19,620,000
Tyrol	13,773,000	12,152,000	14,445,000	11,640,000
Bohemia	44,457,000	39,174,000	47,029,000	49,761,000
Moravia and Silesia	9,354,000	6,277,000	10,852,000	5,972,000
Gallicia	15,388,000	22,411,000	15,933,000	24,833,000
Lombardy	45,263,000	83,295,000	45,594,000	75,912,000
Venice	44,023,000	12,759,000	41,090,000	11,887,000
Hungary	27,666,000	27,198,000	27,848,000	33,058,000
Transylvania	9,365,000	6,612,000	10,130,000	6,947,000
Total	289,694,000	270,696,000	297,661,000	285,007,000

Total imports and exports in 1843 ..... 560,390,000 francs.
Do. do. 1844 ..... 582,668,000 "

An analysis of the preceding tables will exhibit the following facts relative to the special commerce of Austria :

1*st*. *Movement by the frontiers.*—Austria conducts a large part of her frontier commerce with the German Association. Of 407 millions of francs, representing the general operations of trade by land, the Zollverein covers 196 millions, or 49 per cent. The states of Sardinia and Italy rank next, covering 68 millions of francs. The Turkish provinces, 70; Switzerland, 53; Russia and Poland, 32 millions. No data are at hand for a similar comparison of the movements by sea.

2*d*. *Movement by provinces.*—Lombardy holds the first rank in the total value of the special

commerce of Austria. Of 583 millions of francs, Lombardy covers 122 millions, or 21 per cent. This is to be attributed to the valuable silk productions of this province.

Austria proper holds the second rank, covering 107 millions of francs, or 18½ per cent. Then Bohemia, 97 millions, or 16½ per cent.; Illyria and Venice, 75 millions, or 13 per cent.; Hungary, 61 millions, or 10½ per cent.; Gallicia, 41 millions, or 8 per cent.; the Tyrol 26 millions, &c.

The imports and exports during the period under review, when analysed and compared, will exhibit the following result:

1st. A considerable augmentation in the importation of sugar, coffee, wines, fruits, animals, Indian corn, timber, indigo and other dye-stuffs, cotton (raw and in twist), flax, hemp, and manufactures thereof. The increase of articles applied to manufacturing purposes indicates an active condition of Austrian manufactures.(*a*)

The other articles imported either remained stationary or experienced but a slight augmentation.

2d. The exports during this period, in which a marked increase is observable, are grains, animals, flax and hemp, timber, wool, and silk. Cotton tissues, although the quantity exported, during the period compared, has nearly doubled, do not exceed in value $558,000; which is, relatively to the production of Austria, a very low figure, and indicates a large home consumption.

The following *resumé* is given of the special commerce of Austria in 1844:

Imports—

1st. Produce of the soil	148,000,000	francs, or	50 per cent.
2d. Articles entering into and prepared for manufactures ...	133,000,000	"	44 "
3d. Articles manufactured	17,000,000	"	6 "
Total.....	298,000,000	"	

Exports—

1st. Produce of the soil	79,000,000	francs, or	28 per cent.
2d. Articles prepared for manufacture.....	129,000,000	"	45 "
3d. Manufactures.....	77,000,000	"	27 "
Total.....	285,000,000	"	

The following summary of duties, received in 1843 and 1844, will show the general spirit of the Austrian tariff at that period:

1st. Along the line embracing the territories comprehended under the general tariff:

Duties.	1843.	1844.
	Francs.	*Francs.*
Import	39,450,000	40,560,000
Export.....	3,380,000	3,160,000
Transit	250,000	201,500
Total.....	43,080,000	43,921,500

(*a*) For number of spindles employed in Austria, see *ante*, page 356, note.

2d. Along the line in the interior, separating Hungary and Transylvania from the other provinces of the empire:

Duties.	1843.	1844.
	Francs.	*Francs.*
Imports into Hungary----	2,871,000	3,109,000
Exports from " ----	5,974,000	6,835,000
Total----------	8,845,000	9,944,000

3d. On the frontiers of Dalmatia:

Duties.	1843.	1844.
	Francs.	*Francs.*
Import----------	576,200	557,400
Export----------	71,600	61,300
Transit ----------	16,900	23,800
Total----------	664,700	642,500
General total-----	52,590,000	54,508,000

These figures show that the general revenue of Austria in 1844 was augmented over that of 1843 nearly two millions of francs. This augmentation is found, principally, in the import duties collected along the territories comprehended under the general tariff, amounting to 40½ millions of francs, and representing about 13½ per cent. of the total value of merchandise imported—viz: 298 millions of francs. From this analysis, it would appear that the Austrian tariff is both moderate and liberal; but it must not be forgotten that the very evidence of this moderation exhibits, also, the restrictive spirit of Austrian commercial legislation, which prohibits so large a class of foreign manufactures, and thereby reduces to a comparatively small figure the importation of such merchandise. The *resumé* already given shows the amount to be, in value, only 17 millions of francs.

The following statement shows the value of merchandise entering the different provinces and subject to transit duties in 1843 and 1844:

In 1843 ..... 186,366,000 francs.
In 1844 ..... 185,506,000 "

Attention is now invited to the ports at which the commercial movements, thus reviewed, were chiefly conducted. The data for this period (found in Austrian official reports), being more complete than for later years, are selected, because they will serve to illustrate, with general accuracy, the character and extent of Austrian commerce since the last Commercial Report from this Department—that of 1842.

TRIESTE.

This is the principal seaport of the Austrian government. It possesses a commodious harbor, safe anchorage, and a sufficient depth of water. It has been a free port upwards of 100 years, and is the chief place of sea communication for the commercial operations of the Austrian gov-

ernment. There is a canal running into the city, where vessels discharge and receive cargoes from the doors of the public depositories.

A succinct review of the commercial movements at this port, during a series of successive years—from 1839 to 1844—is given in official publications, as follows:

In 1839, a year of general prosperity and peace, the imports into the port of Trieste amounted in value to ..... 127,446,820 francs.
The exports to ..... 77,214,330 "

Total ..... 204,661,150 "

Compared with 1838, the total of this year exhibits an increase of 37 millions of francs. In 1840, political events having begun to influence, unfavorably, commercial transactions, a considerable decrease is shown, thus:

Imports..... 121,156,520 francs.
Exports..... 68,416,030 "

Total ..... 189,572,550 "

In 1841 there occurred throughout the whole empire a commercial crisis, which was most sensibly felt at Trieste. The imports amounted to only..... 91,726,790 francs.
The exports to..... 62,623,350 "

Total..... 154,350,140 "

Decrease, compared with the preceding year, 35,000,000 francs; and with 1839, upwards of 50,000,000 francs. In 1842, the crisis having almost entirely passed over, commerce again resumed its usual activity.

Imports..... 124,869,750 francs.
Exports..... 61,760,230 "

Total..... 186,629,980 "

This is an increase over 1841 of 32 millions of francs, nearly equal to the total of 1840, when the symptoms of the crisis were first felt.

In 1843, this activity is still maintained, notwithstanding a slight diminution in the imports will be perceived.

Imports..... 123,009,020 francs.
Exports..... 62,010,000 "

Total..... 185,019,020 "

In 1844, this advancing movement reached its highest point, exceeding the total of the most prosperous year (1839) in the period, $1\frac{1}{4}$ million francs.

Imports..... 133,928,670 francs.
Exports..... 71,977,590 "

Total..... 205,906,260 "

From the preceding tables the coasting trade is excluded, the value of the foreign trade only

being given. How much the figures would be affected if both were comprehended in the totals, may be seen from the following table, including both for 1844:

Total foreign trade	205,906,260	francs.
Total coasting trade	69,680,000	"
General total	275,586,260	"

The commercial activity of this year is evidenced in the fact that in two years trade had entirely recovered from the severe crisis of 1841, and in 1844 reached a higher point than it had attained when compared with the annual average of the preceding ten years.

During the years 1843 and 1844 the commercial movements of Trieste were unusually active with Turkey, and all the ports of the Levant; with Brazil, Mexico, the United States, and with America generally; from the different countries of which it is supplied with cotton (chiefly from the United States) and sugar.

The commercial movements of Trieste in 1844 employed 3,174 vessels, measuring 449,111 tons; to which, if there be added for coasting trade 8,302 vessels of 291,989 tons, there is a total of 11,476 vessels, measuring 741,100 tons.

Before bringing this review of Austrian commerce down to a later period, it may be well, as briefly as possible, to exhibit the share which Austrian public reports assign to the United States in the foreign commerce of the port of Trieste in 1844.

Total number of vessels engaged in the trade of Trieste in 1844:

Entered	1,733	vessels : Tonnage		264,677
Cleared	1,441	" Do.		184,434
Total	3,174	" Do.		449,111
From the United States	52	vessels : Tonnage		16,605
To the United States	66	" Do.		20,586
Total	118	" Do.		37,191

Total value of merchandise of every description, imported into Trieste from all countries in 1844: francs 133,928,670 = $24,910,732.

Total value of merchandise, of every description, imported into Trieste from the United States in 1844: francs 11,074,988 = $2,059,947.

Total value of merchandise, of every description, exported from the port of Trieste in 1844: francs 71,977,590 = $13,387,831.

Total value of merchandise, of every description, exported from the port of Trieste to the United States in 1844: francs 1,878,775 = $349,452.

Description and value of merchandise exported from the United States to the port of Trieste in 1844.

Wood (chiefly staves and headings)	5,250	francs.
Cocoa	71,775	"
Coffee	1,163,250	"
Cloves, spices, &c.	278,850	"
Wax	148,500	"
Cotton (raw)	7,027,500	"
Rum and wine	21,750	"

Guns	9,000	francs.
Fish oil and olive oil	3,680	"
Raw hides and leather	11,000	"
Pepper and pimento	8,160	"
Sugar, raw and refined	205,125	"
Tobacco, in leaf and manufactured	750,000	"
Cotton cloths (pieces)	1,000	"
Paints and varnish	610,750	"
Sundries	759,398	"
Total	11,074,988	"
11,074,988 francs equal to	$2,059,947	

The total value of imports from Brazil into the port of Trieste during the same year was: francs 19,525,135 = $3,631,675. Of which for sugars, there was 10,796,250 francs; for coffee, 8,175,250 francs; making a total of 18,971,500 francs = $3,528,699.

The total value of imports from Mexico into the port of Trieste during the same year was: francs 7,742,800 = $1,440,160. Of which for sugar, there was 4,023,750 francs; for coffee, 3,527,225 francs; making a total of 7,550,975 francs.

Of this total of $1,440,160, there appears to have been for the articles of sugar and coffee alone, $1,404,481.

The course of trade between these countries, respectively, and Trieste, from that period to the present, appears to have been stationary. There seems no reason why the United States could not compete with Brazil and Mexico in supplying the Austrian market with sugar and coffee. The preceding tables show that from the United States there were exported in 1844, to Trieste, coffee in value 1,163,250 francs, and sugar 205,125; making an aggregate of 1,368,375 francs = $255,517 75.

Compared with Brazil, we have the following results:

Sugar and coffee from Brazil to Trieste	$3,528,699 00
" from the United States to Trieste	255,517 75
Difference against the United States	3,273,181 25

Compared with Mexico, the figures show as follows:

Sugar and coffee from Mexico to Trieste	$1,404,481 00
" from the United States to Trieste	255,517 75
Difference against the United States	1,148,963 25

These facts are sufficiently suggestive without further comment.

It may be remarked, however, that it appears from the Treasury Reports on Commerce and Navigation for 1854, that the exportation of these articles from the United States to Trieste, during that year, has acquired considerable importance during the last ten years.

Austria imports all her sugar, coffee, and raw cotton from foreign countries, and exports as well to foreign countries, as throughout the limits of her own extensive territories.

Comparative statement showing the quantities of cotton exported to Austria from the United States and Great Britain, respectively, for a period of four years, from 1851 *to* 1854, *both inclusive.*

Countries from which exported.	POUNDS OF COTTON EXPORTED IN THE YEARS—				Annual average.
	1851.	1852.	1853.	1854.	
United States	17,309,154	23,948,434	17.968,642	14,961,144	18,546,843
Great Britain	1,366,064	1,957,088	3,830,288	4,811,856	2,991,324
Aggregate	18,675,218	25,905,522	21,798,930	19,773,000	(a)21,538,167

In 1855 the exports of cotton to Austria from the United States were sensibly diminished. This diminution, however, was not confined to cotton, but is perceived in the general trade between the United States and Austria this year, compared with preceding years. Thus, in 1854, the total exports to Austria from the United States, as appears by U. S. authorities, amounted to $1,903,609, while in 1855 they fell to $1,399,801. The total imports into the United States from Austria in 1854 were $741,919; in 1855 they were only $496,283. The diminution in 1855 is accounted for by the unsettled state of Europe that year, and the invariably disastrous effects of war upon commercial enterprise.

The following price current, in French currency, is compiled from an Austrian official report. It will serve to show the relative rank which such of the staples of the United States as it embraces hold in the markets of Austria:

Coffee.—Egyptian	140.82	francs	per 100	kilogrammes.(b)
" Rio	73.83	"	"	
" St. Domingo	87.73	"	"	
" Porto Rico	133.89	"	"	
" Bahia	87.73	"	"	
" Havana	101.57	"	"	
" St. Jago	156.98	"	"	
Wax.—European	440.96	"	"	
" American	415.57	"	"	
Cotton.—Raw, bowed, (short staple)	106.19	"	"	
" From Casaba	115.42	"	"	
" From Macao	124.66	"	"	
" From Macedonia	96.96	"	"	
" From the United States	124.66	"	"	
" From Surinam	106.19	"	"	
Sugar.—Havana, (white)	78.48	"	"	
" Havana, (brown)	61.25	"	"	
" Pernambuco, (white)	66.94	"	"	
" Rio	61.25	"	"	
" Bahia	66.94	"	"	
" Muscovado	46.16	"	"	
" Refined, whether from England or elsewhere, of average quality	78.48	"	"	

(a) From Egyptian authorities, it appears that Austria imported from Alexandria an annual average of nearly ten million pounds of cotton during the years 1853, 1854, and 1855.

(b) 2.20 lbs. each.

The commercial movements of Austria from 1844 to 1850 indicate a gradual, though not rapid progress. The general character of these movements has already been examined with some minuteness; and the details of the foreign trade of Trieste, the principal entrepot of Austrian commerce, for several successive years, exhibited. The following table will present the value of imports and exports to and from Austria and all foreign countries in 1845 and 1846. The totals for the preceding four years are prefixed for the purpose of comparison:

General commerce of Austria with all foreign nations during the years specified.

Years.	Imports.	Exports.	Total trade.
	Francs.	*Francs.*	*Francs.*
1841	261,903,000	277,280,000	539,183,000
1842	274,106,000	268,830,000	542,936,000
1843	289,694,000	270,696,000	560,390,000
1844	297,661,000	285,007,000	582,668,000
1845	302,338,000	279,610,000	581,948,000
1846	329,530,000	275,136,000	604,666,000

It will be perceived, from the foregoing table, that there is a falling off in the total trade of 1845 compared with that of the preceding year; while the total for 1846 exhibits an increase of 22,718,000 francs, or $4,225,548, arising exclusively from imports. This branch of Austrian trade (importation), it will be observed, exhibits a marked increase in 1845 and 1846—the former year amounting to 4,677,000 francs, and the latter to 27,192,000 francs. Exportation, on the other hand, decreased in 1845 to the amount of 5,397,000 francs, and in 1846, to 4,474,000 francs.

Among other descriptions of merchandise which official returns exhibit as figuring prominently in the columns of augmented importations in 1845 and 1846, cotton-yarns show an increase of 2,333,000 francs; sugar, 2,264,000 francs; raw cotton, 1,675,000 francs; tobacco, unmanufactured, 1,238,000 francs; wine, 1,189,000 francs; skins and furs, 1,103,000 francs; machinery, 1,140,000 francs; coffee, 900,000 francs.

The total amount of revenue accruing to the Austrian government from customs duties (imports, exports, and transit) in 1845 and 1846 were—

In 1845	$9,582,862
1846	10,241,532

The imports in 1846 amounted, it has been seen, to 329,530,000 francs, equal to $61,292,580. Of $10,241,532 total amount of duties levied, an examination of the official returns shows that the duties on imports alone amounted to $8,463,000. From these data it will be perceived that the import duties in Austrian ports bear a proportion of nearly 14 per cent. to the whole value of the merchandise imported—indicating a tariff sufficiently liberal to attract a larger share of American trade; especially so, when it is borne in mind that the duty on raw cotton has been for years undergoing various reductions, and, on the 1st of February, 1854, was entirely abolished. (*a*) The duties on coffee, sugar, salt-meats, rice, &c., have also been materially reduced—on sugar and coffee nearly 50 per cent., salted meats upwards of 75 per cent. All these changes have occurred between 1833 and 1854.

(*a*) These reductions are thus summed up: Prior to 1832 the duty on raw cotton was $1.69¾ per 123½ pounds. By decree of 1st of January, 1833, this duty was reduced to $1. 21¼ per 123½ pounds. There were several intermediate tariffs between this period and 1852, by the last of which this duty was reduced to 80⅔ cents, when the centner of 123½ pounds was also reduced to 110¼ pounds. By the tariff of 1852 this duty was further reduced to 48½ cents; from 1st of February, 1853, to 1st of February, 1854, this duty was 4½ cents per 110¼ pounds; and from the latter date it has been admitted free.

The following table exhibits the aggregate value of imports and exports at the port of Trieste in 1845 and 1846, from and to all countries:

1845.—Imports.....	168,623,000	francs.	1846.—Imports.....	155,655,000	francs.
Exports.....	92,349,000	"	Exports.....	81,403,000	"
Total.....	260,972,000	"	Total.....	237,058,000	"

Number of vessels employed in the foreign trade of Austria in 1845 and 1846:

1845.—Vessels.....	3,288	1846.—Vessels.....	3,318
Tonnage.....	468,656	Tonnage.....	467,518

Summary of foreign commerce with the three ports of Trieste, Venice, and Fiume, in 1846.

Ports.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
Trieste	155,655,000	81,403,000	237,058,000
Venice	14,160,000	11,750,000	25,910,000
Fiume	6,544,000	8,463,000	15,007,000
Total francs	176,359,000	101,616,000	277,975,000
Total dollars	32,802,774	18,900,576	51,703,350

The foreign commerce of all the other (secondary) ports of Austria amounted to about 280,000,000 francs.

In the years 1845 and 1846 the commercial movements between the United States and Austria, generally, are given as follows in statement I; between the United States and the port of Trieste in statement II; and between the United States and Venice in statement III.

I.—*Commerce of Trieste and other Austrian ports with the United States in* 1845 *and* 1846, *from United States authorities.*

Years.	Imports from U. S.	Exports to U. S.	Total.
1845	$1,801,878	$321,550	$2,123,428
1846	1,470,611	379,719	1,850,330
Total	3,272,489	701,269	3,973,758

II.—*Trade between the United States and Trieste in* 1845 *and* 1846, *from Austrian authorities.*

Years.	Imports from U. S.	Exports to U. S.	Total.
1845	$3,858,942	Not furnished.	$3,858,942
1846	2,729,992	------do------	2,729,992
Total	6,588,934		6,588,934

The Austrian official returns of imports from the United States for Trieste alone, it is seen, exceed the returns for all the Austrian ports, as per U. S. Treasury Reports.

More than three-fourths of the foreign commerce of Trieste is carried on along the shores of the Mediterranean. The remainder is distributed between England, the United States, Brazil, Mexico, the Antilles, Russia, and the Netherlands.

The direct trade between the port of Trieste and the two Americas, the Indies, and China, has, within a few years, become more active, and the tonnage specially employed by this port in such direct trans-Atlantic commerce notably augmented, in consequence of the successful competition on the part of the states lying on the basin of the Mediterranean with Trieste for a portion of this trade.

III.—*Commerce between the United States and Venice in* 1845 *and* 1846. (*a*)

Years.	Imports from U. S.	Exports to U. S.	Total.
1845(*b*)			
1846	$71,238	None.	$71,238

The value of leading articles of the trade of Venice with foreign countries is thus approximately given:

Imports.—

Sugar, annual value	$1,116,000
Salted provisions	930,000
Raw cotton	837,000
Coffee	837,000
Oil	744,000

Exports—chiefly of Venetian produce or manufacture:

Timber for building	$744,000
Glass-ware	744,000
Wheat	558,000
Hemp	372,000
Paper	279,000

The preceding articles enter into the foreign trade of Venice by sea only. Extensive mercantile transactions are carried on also by land. Thus, oil and other heavy articles of merchandise are transported from this port for the consumption of the Venetian provinces; but as the custom-house returns are inaccessible to foreigners, and the Venetian authorities are averse to making them public, the figures given above can only approximate the actual trade of Venice.

For the port of Fiume, official data for 1848 show that, during that year, there entered 5,831 vessels, measuring 117,077 tons; and there cleared 5,902 vessels, measuring 113,437 tons; making a total of 11,733 vessels, measuring 230,514 tons. Of these, 11,403 vessels, with a tonnage of 143,447 tons, were engaged in the coasting trade, and 60 steam-vessels of 7,674 tons—the former mostly under the Austrian flag, the latter exclusively foreign. The trade of Fiume in 1848 was distributed between the Pontifical states, the Two Sicilies, Greece, and France. The total imports amounted in value to nearly $2,000,000, and the exports to about $1,500,000.

In 1849 and 1850, the commerce of Trieste exhibited increased activity, not only with the Levant and the countries lying along the shores of the Mediterranean, but with some of the South American countries and Chinese India.

(*a* "Commerce Extérieur." (*b*) No returns given for this year.

The following summary exhibits the totals of this trade in francs:

1849.—Imports	2 6,013,000	francs.	1850.—Imports	202,126,000	francs.
Exports	82,945,000	"	Exports	91,347,000	"
Total	298,958,000	"	Total	293,473,000	"

The following is the average annual value of the general commerce of Trieste during the preceding ten years:

Imports	140,000,000	francs.
Exports	76,000,000	"
Total	216,000,000	"

The figures from 1839 to 1849 show an increase, in imports, of 70 per cent., and in exports, of 8 per cent. The great difference between the increased values of total imports and exports is accounted for by the fact, that but a small proportion of the produce or manufactures of Austria finds its way to foreign countries through the port of Trieste. Most of this kind of merchandise destined for the East, the United States, and South America, is forwarded by the lower Danube, by the Elbe, and by Hamburg and Bremen. Besides, this difference cannot be regarded as an evidence that the balance of trade is so heavily against Trieste, when it is considered that many millions of dollars are annually expended in the markets of this port by the 70,000 sailors, the 25,000 passengers conveyed by steamships, and the 10,000 vessels that yearly arrive there.

In 1849, the imports from the United States were—

Coffee	2,344,000	francs.
Cotton, raw	11,738,000	"
Indigo	731,000	"
Sundries	3,001,000	"
Total	17,814,000	"
	or $3,313,404	

The exports to the United States from Trieste, during the same year, were—

Hemp	184,000	francs.
Rags	898,000	"
Fruits, raisins, &c	193,000	"
Sundries, not enumerated	1,532,000	"
Total	2,807,000	"
	or $522,102	

The tonnage employed in this trade in the year 1850 was: Total foreign, 594,708 tons; total United States, 19,044 tons.

During the year 1849, the commerce of Trieste increased with England, the Two Sicilies, Egypt, and Turkey; while it decreased with Russia, the United States, and Brazil.

It is proposed, and not only with the sanction, but under the patronage of the Austrian government, to construct three first-class steamships to run regularly between New York and Trieste, touching at Corfu, Malta, Algiers, Cadiz, and Lisbon. Should this project prove successful, (and the high character of its originators is a strong guaranty of its success,) its effect upon the commercial and political relations of the United States must be very great. In opening new channels to the industry of the Old World, it will also increase the demand for the raw produce and manufactures of the United States.

The advantages of this proposed steam communication between New York and Trieste will be greatly increased by the completion of about sixty miles of railroad between Trieste and Vienna. This, when completed, (and the work is in active progress,) will connect Trieste with all the principal cities of Europe, and make it the entrepot of a large German trade. It already enjoys steam communication with the Levant, Constantinople, and Alexandria; and, when the proposed line to New York shall have been established, Trieste will become an extensive depot for the raw materials of the United States. During the four years ending with 1853, New York received, direct from Trieste, merchandise to the value of $2,085,282, and exported, direct to the same place, goods of the value of $1,550,575; while during the year 1852 the exports to the same port from Philadelphia, Boston, Savannah, Richmond, Baltimore, Mobile, and New Orleans, amounted in the aggregate to only $1,628,000. This trade, however, cannot be regarded as a fair criterion by which to estimate the commercial movements between the United States and the port of Trieste, as Austria had not then entirely recovered from the political and commercial embarrassments of 1848 and 1849.

The following summary exhibits the general foreign trade of Trieste in 1851 compared with that of 1850:

Years.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
1851	225,337,000	94,451,000	319,788,000
1850	202,126,000	91,347,000	293,473,000
Increase in 1851	23,211,000	3,104,000	26,315,000

Of the imports indicated by the above totals, there were from the United States:

1851	14,588,000	francs.
1850	10,547,000	"
Increase	4,041,000	"

Exports to the United States, none.

The increase in 1851 was under the flags of Turkey, England, Egypt, and the United States; the decrease under those of the Two Sicilies, Russia, Mexico, and the Antilles.

Number of vessels employed in the trade of 1851, with their tonnage:

Entered	2,596	Tonnage	377,934
Cleared	2,064	Do.	288,953
Total	4,660	Do.	666,887

Number of vessels from the United States employed in the trade of Trieste in 1851:

Vessels..... 31 : Tonnage not given.

The following table, translated and condensed from Austrian official documents, will present an interesting *coup d'œil* of the number of American vessels employed in the trade of Trieste during ten years:

1842	38	1847	45
1843	48	1848	42
1844	51	1849	50
1845	55	1850	25
1846	60	1851	31
Total			445

During the same period, the largest number that entered (the Austrian flag excepted) was 3,386 vessels, under the Greek flag; and the smallest, 28, under the Belgian flag.

The relative importance of the flag of each nation in the general foreign commerce of Trieste will be seen from the following condensed table:

Aggregate number of vessels, of all nations, which arrived at the port of Trieste during ten years, ending with 1851, *and the proportion which the flag of each bears to the whole number.*

Rank.	Flags.	No. in 10 years.	Propor'n to the whole.
1st	Austrian	5,280	37.50 per cent.
2d	Greek	3,386	24 0 "
3d	English	967	6.75 "
4th	Sicilian, &c	724	5.0 "
5th	Ottoman	485	3.50 "
6th	Ionian	448	3 25 "
7th	United States	445	3.25 "
8th	Swedish, &c	379	2.50 "
9th	Russian	359	2 50 "
10th	Sardinian	286	2.0 "
11th	French	252	1.75 "
12th	Danish	226	1 25 "
13th	Dutch	222	1.25 "
14th	Papal States	212	1.25 "
15th	Hanseatic	126	0.90 "
16th	Spanish	117	0 80 "
17th	Prussian	81	0.60 "
18th	Others	186	1 25 "

FIUME.

The commercial movements in the port of Fiume in 1850, including coasting trade, were:

Imports	16,604,000 francs.
Exports	17,803,000 "
Total	34,407,000 "

The coasting trade of Fiume, at all times more important in the general commerce of that port than the foreign trade, amounted this year to 6,840,000 francs for imports, and 8,473,000 francs for exports; leaving a total for foreign commerce of 19,094,000 francs.

The latter trade was distributed between the Pontifical states, Naples, Ionian Isles, Turkey, England, and France.

Total tonnage employed, 342,493 tons; of which more than two-thirds under the Austrian flag.

VENICE.

The foreign commerce of Venice in 1847 amounted in value to 36,500,000 francs. The revolutionary movements of 1848, the long siege which it endured, and the suspension of its privileges as a free port, completely paralysed its commercial movements. In 1851 these privileges were restored, and the commerce of Venice has again resumed its wonted activity.

The imports into the port of Venice in the years 1847 and 1848 were:

1847.—Foreign imports ..... 36,484,000 francs.
1848.— " ..... 9,322,000 "

This shows a diminution of over 27,000,000 francs in 1848, the year of the revolution. If there were any exportations in the latter year, they were so inconsiderable that there is no record showing their quantity or value. The imports were in value as follows:

From Brazil ..... 2,116,000 francs.
" Turkey ..... 1,480,000 "
" Great Britain ..... 1,306,000 "
" United States ..... 1,147,000 "
" Holland ..... 760,000 "
" Pontifical states ..... 656,000 "

The articles imported from Brazil and the United States were:

Brazil.—Sugar ..... 1,406,000 francs.
" Coffee ..... 710,000 "
2,116,000 francs.
United States.—Raw cotton ..... 1,147,000 "

Imports and exports to and from Venice in 1851 *and* 1852.

Years.	Imports.	Exports.	Total trade.
	Francs.	*Francs.*	*Francs.*
1852	35,798,700	14,206,300	50,005,000
1851	25,800,300	6,734,100	32,534,400
Increase in 1852	9,998,400	7,472,200	17,470,600

It will thus be seen that the commercial movements of the port of Venice in 1852 exceeded in value the sum of 50,000,000 francs (nearly $10,000,000), and show an increase over the totals of 1851 of 17,500,000 francs. This is to be attributed to the restoration of the commercial franchise of the port—an act of justice which was delayed until the operations of the second half year of 1851 had already commenced.

The following table exhibits the navigation of Venice during the two years under review:

1852.—Total vessels entered and cleared ..... 1,743, of 234,240 tons.
1851.—Total " " ..... 1,281, of 173,714 "

The following statement exhibits the imports and exports to and from Venice in 1853 compared with 1852:

Years.	Imports.	Exports.	Total trade.
	Francs.	*Francs.*	*Francs.*
1853	38,798,700	15,604,700	54,403,400
1852	35,798,700	14,206,300	50,005,000
Increase in 1853	3,000,000	1,398,400	4,398,400

The coasting trade during the year 1853 added to the foregoing figures a total of 20,544,400 francs, against 19,699,100 francs in 1852. Thus:

Coasting trade of Venice in the years 1852 *and* 1853.

Years.	Imports.	Exports.	Total trade.
	Francs.	*Francs.*	*Francs.*
1853	10,848,400	9,696,000	20,544,400
1852	10,417,300	9,281,800	19,699,100
Increase in 1853	431,100	414,200	845,300

The navigation of this port in 1853, compared with that of 1852, is thus given:

Years.	ENTERED.		CLEARED.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
1853	1,025	139,253	949	127,262	1,974	266,515
1852	942	135,462	801	98,778	1,743	234,240
Increase in 1853	83	3,791	148	28,484	231	32,275

During these years it appears that not a single American vessel entered that port, or cleared thence for the United States. This may seem strange when the eye is cast over the following list of leading articles imported into Venice in 1852:

	Francs.
Cereals	8,123,300
Olive-oil	4,491,400
Salted fish	4,471,500
Coal	3,780,000
Salt	2,490,900
Dried fruits	1,391,500
Twist (all kinds)	1,959,200
Raw cotton	1,034,900
Wines and spirits	953,900
Iron and steel	861,200
Wax	704,900
Coffee and cocoa	427,900
Cheese	603,600
Sugar (brown and refined)	1,484,600

From a consular return, dated Venice, April 24th, 1856, it appears that there entered that port in November and December, 1855, two American vessels, measuring, respectively, 663 and 527 tons, having cleared from Richmond and bound to Palermo, after discharge of cargo, consisting of tobacco, valued at $75,000. They left Venice, for their destination, in ballast. In January another American vessel, measuring 248 tons, entered in ballast, and cleared for Constantinople with a cargo of hay valued at $2,500.

LOMBARDY.

The cotton trade in the province, but more especially in the city of Milan, has become quite important. According to McCulloch, the quantity of raw cotton consumed in Lombardy in 1835 reached an average of 4,000,000 pounds per annum. In the province of Milan, the trade is chiefly engrossed by six houses, which purchase about 30,000 bales, or 13,500,000 pounds, per annum. Three-fourths of this quantity comes from the United States, as shown by French official reports; the remaining fourth from Liverpool, London, Marseilles, Trieste, and Genoa. The Milanese merchants distribute this cotton to the factories of the Lombardo-Venetian kingdom, the Tyrol, and Sardinia.

In the province of Milan there are 13 factories for spinning cotton yarns, situated on the banks of the rivers Olona and Lambra, which supply their motive power. These factories consume, annually, about 4,800,000 pounds of raw material, producing about 4,000,000 pounds of cotton yarns.

Comparative statement of the commerce of the United States with Trieste and other Austrian ports, exhibiting the value of exports to and imports from each country, and the tonnage of American and Austrian vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	$1,433,103	$368,775	$1,801,878	$321,550	4,422	15,470	2,101	9,198
1846	1,104,468	366,143	1,470,611	379,719	5,019	13,852	592	3,341
1847	1,175,375	73,348	1,248,723	187,341	3,930	7,861	1,204	5,279
1848	1,701,495	107,727	1,809,222	385,813	4,136	16,229	----------	4,693
1849	942,489	464,376	1,406,865	409,178	3,266	11,176	2,182	5,753
1850	1,179,893	312,111	1,492,004	467,601	4,398	5,968	2,205	6,889
1851	2,265,573	230,894	2,496,467	730,788	814	10,179	6,281	13,371
1852	2,403,530	329,889	2,733,419	308,749	1,502	14,024	1,658	13,400
1853	2,062,484	171,804	2,234,288	528,567	2,660	11,735	2,702	9,244
1854	1,697,319	206,290	1,903,609	741,919	1,791	13,015	1,941	5,401
1855(*a*)	1,277,427	112,274	1,399,801	496,283	2,483	9,518	3,069	7,029

TONNAGE DUTIES.

On the 24th January, 1854, the central maritime government of Austria issued public notice that from that date the tonnage duties in force at the port of Trieste should be extended to all ports throughout the empire open to commerce. These duties are regulated by orders dated 8th November, 1845, and are as follows:

	Fl.	Kr.
National vessels, 50 tons, or under, per ton	0	2
" 100 " "	0	4
" over 100 tons	1	6
Foreign vessels, without regard to tonnage	1	0

(*a*) The figures for this year are the aggregate of those given in "Commerce and Navigation" for *Austria* and *Austrian possessions in Italy*, which are substituted for *Trieste and other Austrian ports*, in prior reports.

A mercantile house in New York, long engaged in the direct trade between that port and Trieste, furnishes the following statement of charges on a vessel of 1,000 tons burden, entering the latter port:

	Fl.	kr.
Cooperage, at 6 kreutzers per ton	100	0
Pilotage, at 3 "	50	0
Dues to the health department upon arrival and at departure	2	32
Dues to the marine institute	12	0
Light-house dues, 7 kreutzers per ton	116	40
Total expenses on a vessel of 1,000 tons	281	12

The florin equals 60 kreutzers = 48½ cents; consequently, the whole expenses amount to $136 37½.

Whether vessels take freight for several parties, or a single house, the stevedores make the same charges for stowing away the goods. The following are their fees for principal merchandise, viz: for cotton, 2 florins per ton; for wool, hemp, flax, oakum, and roots, 1fl. 30kr. per ton.

Goods of such weight as raisins (black and red), figs, olive oil, steel, cream of tartar, argol, &c., 30 kreutzers per ton; rags, grain, sumach, laurel leaves, tobacco, yellow berries, and juniper berries, 1 florin per ton. Goods which are measured, 30 kreutzers per ton measurement. Other articles in the same proportion.

In discharging vessels, the only expenses are the lighters, which are provided by the agents of the vessels, and which are paid for by the receivers of the goods, in accordance with a general tariff,(*a*) which the proprietors of the lighters have fixed upon by general consent. The captains are obliged to put the goods on board the lighters at their own expense. For this purpose hands can at all times be procured at 1fl. 15kr. to 1fl. 30kr. per diem (55 cents to 64 cents).

Men-of-war, national as well as foreign, and vessels putting in from stress of weather, or other necessity, (which must, however, be verified,) and not transacting any operations of commerce, are admitted to entrance, and allowed to purchase fresh provisions and other necessaries, and to take a pilot, exempt from tonnage duties.

Tonnage of national vessels to be ascertained by their register; of foreign vessels, by Austrian measurement.

SANITARY REGULATIONS.

These are numerous and complicated; such only are subjoined as relate to vessels coming from all ports of the Americas, including all the ports of the West Indies:

1. Vessels with clean bills of health to be admitted, with crew and passengers, immediately on arrival, to free pratique.

2. Vessels with suspicious bills of health, such as having touched on their passage at suspected places, to be subjected to 10 days' quarantine at the Lazaretto, for passengers, crews, and susceptible goods; and goods not susceptible, to 5 days.

3. Vessels with foul bills of health to be subjected to 15 days' quarantine at the Lazaretto, for passengers, crews, and susceptible goods; and goods not susceptible, 10 days.

The quarantine charges are very moderate, being, for entry and departure, upon a ship of 100 tons and upwards (exclusive of 72c. per diem for wages and food to the gondolier), about $4 32; quarantine dues upon goods, 6 kreutzers (a little more than 4½c.) per 100 florins value ($48 50); and upon susceptible goods, 4 kreutzers (3¼c) per 1,000 lbs. weight.

(*a*) The rates of this tariff, which is too lengthy to insert, may be inferred from the following item: Tobacco, in hhds., each, 23 kreutzers = 12 cents; in bales, each, 6 to 10 kreutzers.

General Remarks.

The development of the maritime commerce of Austria dates back as far as 1815, or, rather, from that period down to 1830; during which it gradually attained, chiefly by the aid of steam navigation, a high state of prosperity.

The great commercial activity of the empire is principally concentrated at the port of Trieste; Venice and Fiume, so far, at least, as it respects foreign trade, being but subsidiary to this vast entrepot. Besides these, Austria possesses on the Adriatic 25 ports of secondary rank, which claim importance chiefly from their extensive coasting trade. The principal of these are Chioggia, 15 miles south of Venice; Rovigno, in Istria; Zara, Spalato, and Ragusa,(*a*) in Dalmatia.

Trieste, Venice, and Fiume, with some small ports on the Croatian shore contiguous to Fiume, are free ports.

Prior to the year 1850, all produce and merchandise of whatever description, transported from one part of the Austrian territories into another (the empire being divided by an internal customs line), were subject to duties of entrance and clearance, equally as if they had been imported from, or exported to, a foreign country. By an imperial patent, issued on the 7th June, 1850, this line was suppressed, and all duties, prohibitions, &c., previously existing, were abolished; some formalities being reserved in respect to certain articles of which the government retained the monopoly.

In submitting to the Emperor his *projet* for this reform, the minister of finance observed that "the influence of such a measure, in consolidating the vast and widely-extended resources of the empire, in establishing its unity and augmenting its power, would more than counterbalance the inconsiderable reduction of $1,699,110 which it would cause in the revenues of the empire."

This liberal measure was soon after followed by another, equally beneficial to the foreign commerce of Austria—namely, the new tariff that went into operation on 1st February, 1852. In the complicated details of this tariff, there were various changes favorable to American trade. The duty on cotton, although considerably reduced from former rates, was, prior to the adoption of this tariff, 80$\frac{7}{12}$c. per 125.5 lbs. The tariff of 1852 reduced it again 48$\frac{1}{2}$ c. per 110$\frac{1}{4}$ lbs. for one year, and the year following to about 4c. per 110$\frac{1}{4}$ lbs. Since this latter period—namely, January 1, 1854—the article has been made free.(*b*) Previously, tobacco was a strict government monopoly; under the new tariff, individuals are allowed to enter it for their own use, at reduced rates. Manufactured, it paid before 1852, $19 40 per 100 lbs.; under the new tariff, this was reduced to $12 12$\frac{1}{2}$ per 100 lbs.(*c*)

The duties were reduced also on rice, whale oil, and the products of the whale-fishery, woodenware, tools, implements, and machinery for agricultural and household purposes, India-rubber fabrics, &c.

During the first year of the operation of the tariff of 1852, cotton twists paid $3 88 per 110$\frac{1}{4}$ lbs.; the ensuing year, this was reduced to $3 39$\frac{1}{2}$. The centner before 1852 was equivalent to 125.5 lbs.; but, in order to bring about a conformity to the centner of the German Customs Union, it was fixed, that year, at 110$\frac{1}{4}$ lbs.; that being the weight of the Prussian zoll-centner.

Several articles, when imported by sea, are admitted by the tariff of 1852 at rates still more moderate; for example, alum, in general, rated at 72$\frac{3}{4}$c. per 110$\frac{1}{4}$ lbs., pays only 8$\frac{1}{12}$c. when brought in by sea. As the United States stand on the footing of the most favored nation, by

(*a*) This city was founded about the middle of the 15th century, and once enjoyed an extensive trade. It still exports manufactures of silk, leather, rosoglio, anchovies, &c. It continued to be a republic under the successive protection of the Greeks, Venetians, and Turks, until 1806, when it was erected by Napoleon into a duchy for Marshal Marmont.

(*b*) Still later modifications of the Austrian tariff have been made, but they do not apply to any of the United States staples of export.

(*c*) This duty has been retained in the new tariff of 1854, with an additional duty, however, of 1fl per liv. de Vienna (48$\frac{1}{2}$c.) on unmanufactured, and 2fl. 30kr. per liv. de Vienna ($1 21$\frac{1}{4}$), on manufactured.

virtue of the treaty of 1829, the provisions of the tariff of 1852 have contributed considerably to the employment of United States shipping.

The commercial reform of 1852 was, in a great measure, the result, or rather one of the results, of the revolution of 1848. Immediately after tranquillity had been restored, the Baron de Bruck, then minister of commerce, was charged with an administrative commission to prepare a new tariff upon the following bases, adopted by the Council of Ministers: An assimilation, as nearly as can be, to the tariff of the German Customs Association; the substitution of specific for ad-valorem duties; the adoption of the quintal of 110¼ lbs., as a basis of quantities.

On imports: The abolition of prohibitions; adequate protection to national industry; a graduating scale of duties on manufactured articles, according to the amount of labor employed thereon; a reduction of all taxes on articles of first necessity, either for manufactures or consumption.

On exports: Balance-duties, (weighing-dues,) and all necessary formalities as simple as possible; a substitution of protective duties for prohibitions; the abolition of all premiums or drawbacks, unless in certain specified cases.

On the preceding bases, the tariff which has been in part considered was submitted to the council, and had been under consideration several months, when the treaty of a customs league between Prussia and Hanover permitting no further delay, it was submitted to the Emperor, and signed on the 6th day of November, 1851, at the very time that a commercial congress, to be composed of delegates from the different German states, was summoned to meet at Vienna in January, 1852.

The imperial patent, which designated the 1st February, 1852, as the day on which the new tariff should go into effect, contained several orders of a temporary character. One was an extra duty of 10 per cent. on the aggregate duties levied on certain merchandise (*a*) before prohibited. The duty on raw cotton was modified, and other temporary provisions were made, which, so far as they concern American trade, have been already adverted to.

Indeed, the tariff itself was not designed to be permanent. It was tried only as an experiment, and, by limitation, was to expire at the end of October, 1854; the government being meanwhile precluded on the one hand from raising the duties on imports for manufacturing purposes, and on the other from reducing them on articles manufactured half or in whole. At the same time the export duties on articles of the former class could not be reduced, nor could similar duties on those of the latter be raised.

The imperial patent, moreover, contained one notable provision, viz: the duration of the tariff was to depend on the contingency of a treaty of commerce (with Prussia) being effected before the period fixed for its termination.

It would shed but little light upon the commercial relations of the United States with Austria to follow up, and recount in this Digest, the proceedings of the commercial congress assembled at Vienna during the winter of 1852, or to recapitulate the resolutions adopted by the delegates of the southern states before presenting themselves at Berlin. It will suffice to say, that on the 19th February, 1853, a treaty was effected between Austria and Prussia, which was acquiesced in by all the other states of the Zollverein. This treaty, stipulating as it does for large and reciprocal commercial concessions between the two powers, as a fitting prelude to a general customs league between all the German states, necessarily led to a revision of the tariff of 1852. This resulted in the adoption of the tariff now in force; to understand which, however, it must be borne in mind that many of the articles enumerated in that portion of the tariff, which will be found in its proper place (Part II), though rated at different duties when coming from foreign countries, are free when imported by the frontiers of the German Association, or coming from the interior of the associated states.

(*a*) This merchandise seldom enters into the cargoes of American vessels. It consists of fashionable apparel, articles of luxury, &c.

These privileged articles are specifically defined in a supplemental appendix to the tariff, dated February 10th, 1854, and prefaced in the following terms: "As the first result of the arrangement entered into at Berlin by the Executive Commission, conformably to the 23d article of the treaty of commerce and of customs of the 19th February, 1853, and for the purpose of correcting some erroneous impressions, public notice is given that the following are the true constructions and modifications of the tariff of the 5th December, 1853. Said constructions and modifications shall be carried into effect so soon as they are received at the different bureaux of customs." (Then follows the list of articles coming under the special provisions of the treaty.)

The causes that compelled the revision of the tariff of 1852, as well as the adoption of the present tariff (of 1854), are set forth in an article which appeared in the official journal, published at Vienna, of the 15th December, 1853.

In reference to the treaty with Prussia, this article holds the following language: "Other considerations induced a revision of the tariff of 1852. The treaty with Prussia is the first step in reforming the commercial policy of the empire. From it must result, at no very distant day, an Austro-German Customs Union; and a general reduction in tariff duties is the most fitting prelude to so desirable an event. Besides, the commercial treaty of August 7, 1852, concluded with Parma and Modena, removes all obstacles to an Austro-Italian Customs Union; and thus the event referred to (an Austro-German Customs Union) would present a guaranty for the prosperity and peace of the continent.

"The changes and modifications which could contribute to this end should command our most serious consideration. These are, principally, such reductions in tariff duties as are demanded by the best interests of commerce—not, however, to an extent that might in any way prove detrimental to the industrial resources of the empire. Succeeding, as it does, a restrictive system, in operation for more than half a century, the tariff of 1852 is still encumbered with onerous duties and oppressive restrictions, repugnant to a great association of states accustomed to the most liberal system of commercial policy. Besides, the augmented exports of 1852 and 1853 demonstrate the wise policy of a general reduction of tariff duties, and furnish incontestable evidence that such a measure will most effectually repair the evils of past commercial legislation."

The preceding remarks contain a summary of the official *exposé* already referred to, and explain the motives that induced the general remodification of the Austrian tariff. The abolition of the government monopoly of tobacco would remove the most serious and the only remaining restriction on American commerce. The customs union with the Germanic states, so much desired by Austria, will accomplish this, if it should not be effected before that event shall happen.

HANSE-TOWNS.

HANSE-TOWNS.

THE Hanse-Towns,(*a*) or the free Hanseatic republics of Lubeck, Bremen, and Hamburg, are all that now remain of the once powerful confederation which constituted the Hanseatic League. Formed, it is supposed, about the year 1164, partly for mutual protection and safe intercourse by land, and partly for the protection of navigation from the pirates who infested the Baltic and the coasts of the North Sea, this League has become justly celebrated in the early history of the civilization and governments of modern Europe. The first and principal members of this confederacy were Hamburg, founded by Charlemagne towards the close of the 8th, and Lubeck, founded about the middle of the 12th century. "The wild, enthusiastical expeditions of the Crusaders, in the 11th and subsequent centuries, the introduction of the distillery into Europe in the 12th century, and the conquest of the Teutonic Knights of the Cross in Prussia and Livonia, were," says the author of "Lex Mercatoria," "among the causes which originally brought forward the navigation and trade of northern and western Europe, and combined in forming this celebrated association."

The disorders to which most parts of Europe, and particularly the coast of the Baltic, were a prey, during the 12th and following centuries, first invited the cities of Lubeck, Hamburg, and Bremen to unite in this confederacy. Soon, however, they were joined by most of the trading towns of Europe. The cities which were established along the coast of the Baltic, and in the interior of the countries bordering upon it, eagerly sought admission into a League which guarantied them ample protection against the robber-princes and barbarians by whom they were surrounded. London, Rouen, Bordeaux, St. Malo, Bayonne, Marseilles, Barcelona, Seville, Cadiz, Lisbon, Antwerp, Dort, Amsterdam, Bruges, Rotterdam, Ostend, Dunkirk, Leghorn, Messina, and Naples; Bergen in Norway, Novgorod in Russia; all the towns on the Elbe and Weser; Emden, Cologne, and other cities, successively united with this formidable association, until it was able, in a war against one of the northern powers, in the 14th century, to call into active service 40 ships of war and 12,000 troops, exclusive of seamen. At this period, several of the European powers, especially the kings of France and of southern Europe, becoming alarmed at the extraordinary and formidable progress of an association whose merchants, traders, and emissaries were found in every port, city, and village throughout Europe, and whose decrees were proclaimed as the supreme law in their respective dominions, withdrew their towns and their merchants from a League which threatened to annihilate their sovereignty and give laws to the world.

It has been urged, and with much force, that the decline of the Hanse-towns was owing mainly to their having become warlike, instead of remaining altogether commercial. There can be no doubt that this was, at least, one of the causes, and perhaps the predominating cause, of their decline. Everywhere they claimed special concessions and special privileges. They demanded and obtained the entire custodianship of *Bishopsgate*, one of the principal entrances

(*a*) So called from the old Teutonic word *hansa*, signifying an association or confederacy.

to London; and when certain privileges were attempted to be withdrawn from them, they boldly declared war against England, and immediately drove her vessels from the Baltic, until Edward IV restored them all their privileges, and even exempted them, in maritime cases, from the authority of the admiralty court. Referring to the treaty concluded with the Hanseatic League, at this period, McCulloch remarks: "The privileges of the merchants of the Hanse-towns were renewed, and the King assigned to them, in absolute property, a large space of ground, with the buildings upon it, in Thames street, denominated the Steelyard, whence the Hanse merchants have been commonly denominated the Association of the Steelyard. It was further agreed that the particular privileges awarded to the Hanse merchants should be published, as often as the latter judged proper, in all the seaport towns of England, and such Englishmen as infringed them should be punished. In return for these concessions, the English acquired the liberty of freely trading in the Baltic, and especially in the port of Dantzic, and in Prussia." This treaty, he adds, settled the difficulties with the Hanse-towns "on terms which were anything but honorable to the English."

In 1641, even when the power of these cities had declined, and their organization had become comparatively dismembered, we again find them converting their merchant vessels into ships of war, and disputing with Denmark her pretensions to tax the commerce of the world at the castle of Cronberg. Indeed, it may be remarked, in passing, that the Hanseatic League never quietly submitted to the pretensions of Denmark in the imposition of the Sound tax upon the commerce of the Baltic.

Prior to the treaty with Sweden in the 14th century, the collection of this toll was successfully resisted by the League. Being then in the meridian of its greatness, it obtained, on its own terms, a free passage for its ships and cargoes through the Sound—a privilege enjoyed until Denmark, perceiving that the Hanseatic League held her authority in utter contempt, deemed it judicious to invite other nations to engage in the trade of the Baltic, permitting the vessels of England and Holland to pass through the Sound on the payment of mere nominal tolls. This was intended to strengthen the arms of Denmark in any conflict in which her abrogation of the privileges enjoyed by the League might involve her. Lubeck, in the name of the other Hanse-towns, ineffectually protested against this encroachment upon their long undisputed sovereignty of the Baltic, and demanded the immediate exclusion of the Dutch from that sea. Their power, however, was now declining; their demand was refused; and we find them, in 1560, submitting to a convention with Denmark for the adjustment of the question of the Sound dues, resulting in the treaty of the Odensee between "the King of Denmark and his subjects on the one part, and the right honorable Hanseatic cities and the merchants thereof on the other part." So rapid was their decline from this period, that when Denmark, three years after the conclusion of this treaty, made her war with Sweden a pretext for increasing the Sound dues against the Hanse-towns, in violation of the stipulations of that treaty, the latter, being now shorn of their former power, were compelled to submit.

Towards the close of the 17th century, the Hanseatic League may be considered as having ceased to exist in a federal capacity. But, about that period, individual cities which formed the League, especially Hamburg, not only regained their former commercial splendor, but, since that time, have gradually risen in wealth and prosperity.

Notwithstanding, however, the warlike attitude in which the Hanseatic League so frequently appeared, whether in asserting new, or in maintaining old privileges and concessions, other causes, no less fatal to their supremacy, and more certain in result, combined to bring about their dissolution. The progress of civilization in Europe—the discoveries of the passage to India by the Cape of Good Hope, and of America—the rise of Holland, and the consequent rapid commercial progress of the Dutch,—these causes combined, opened new and hitherto unknown channels for navigation and commerce, and created changes in the commercial world for which ancient trading establishments were neither adapted nor prepared. Thus we see that the decline of this once powerful League was mainly brought about by that very progress of im-

provement which it had contributed so much to promote. Its dissolution was but the natural consequence of the improved civilization, and of the development of the commercial spirit which it had fostered and spread throughout the different nations of Europe.

The cities of Lubeck, Hamburg, and Bremen were all that continued to acknowledge the authority of the League, and all that now remain to represent its ancient splendor and power. The freedom of these cities was guarantied by the Congress of Vienna, in 1815; and since that period navigation and trade have advanced and prospered, especially the trade of Hamburg and Bremen, without any interruption, until the disastrous fire of 1842, which destroyed so large a portion of the city and property of Hamburg; from which calamity, however, it has now almost entirely recovered. (*a*)

The Hanse-towns, especially Hamburg and Bremen, have established in every part of the world possessing any commercial importance, numerous mercantile houses, under the management of merchants of great intelligence and energy. These establishments contribute largely to the prosperity and augmentation of the foreign commerce of the Hanse-towns. Of the 343 houses and *comptoirs* which represent the commerce of Germany in foreign countries, 227, or two-thirds, belong to Hamburg and Bremen. In the United States alone, there are stated to have been, in 1846, 76 commercial houses of this description, namely:

At New York	35
" Philadelphia	7
" Baltimore	14
" New Orleans	7
" Louisville	2
" St. Louis	5
" Texas	3
" Cincinnati	3
Total	76

These were exclusive of 61 other German houses in the United States.
There are 37 Hanseatic commercial houses in Mexico, of which there are—

In the city of Mexico	11
" Vera Cruz	11
" Tampico	4
" Mazatlan	5
" other places	6
Total	37

In Guatemala	1
" Cuba	14
" Porto Rico	3
" Hayti	6
" St. Thomas	4
" the other Antilles	6
" Venezuela	23
" Peru	5

(*a*) This conflagration commenced on the 5th May, 1842, and burned 61 streets and 120 passages and courts, and left houseless 19,955 of the population. Since that period a great portion has been rebuilt according to a regular plan.

In Chili..... 8
In Brazil..... 29
Other German houses in South America..... 21
In the ports of the La Plata.—Hanse houses..... 2
Other German houses..... 8
In Ecuador.—German houses..... 2
In China and Chinese India.—Hanse houses..... 7
Other German houses..... 7
In African ports.—Hanse houses..... 9
Other German houses..... 2

Statement exhibiting the number of Hanse vessels that passed the Sound in 1851.

[From French authorities.]

Flag.	Whence and whither.	No. of vessels.	Duties paid at the Sound.
			Francs.
Lubeck	From the North sea	63	34,376
	Do. Baltic	60	12,670
Hamburg	From the North sea	33	13,844
	Do. Baltic	43	12,258
Bremen	From the North sea	19	24,702
	Do. Baltic	15	5,300
Foreign	From Lubeck	16	----------
	To Lubeck	81	----------
	From Hamburg	86	----------
	To Hamburg	17	----------
	From Bremen	89	----------
	To Bremen	100	----------

From 1849 to 1851, 445 vessels, under the Hanse flag, passed the Sound, and paid 196,170 francs for the privilege of saluting the castle of Cronberg.

The number of Hanse vessels which passed the Sound in the years 1852, 1853, and 1854, is stated as follows:

	1852.	1853.	1854.
Hamburg	65	83	49
Bremen	7	37	24
Lubeck	109	136	135
Total	181	256	208

The aggregate amount of Sound dues paid by the Hanse-towns from 1846 to 1851, both inclusive, was: francs 471,354 = $89,557 26; annual average, francs 78,559 = $14,926 21.

In connexion with this subject, it is proper to add that arrangements are now being actively brought towards consummation, which will exercise a marked influence on the foreign commercial movements through the ports of the Hanse-towns. These have for their object the opening of a route between the North sea and the Baltic: 1st. Across Schleswig, by the construction of

a railroad between Tonningen and Husum, on the one side, (the west of Schleswig,) and on the other, through Flensburg (on the eastern side); and 2d. Across southern Sweden, by steam navigation on the Gotha canal.

It need not be added that either route will supersede the passage of the Sound and the impost which is there levied—yielding to Denmark so large a portion of her Sound-dues revenue—and must necessarily, to a great extent at least, divert from the latter route the transitage through the Hanse-towns destined for the Scandinavian countries and those bordering on the Baltic.

The steam navigation of the Gotha canal has been granted to an English company, denominated "Navigation Company between Hull and St. Petersburg."

This company commenced the construction of four steamers in 1853, at the shipyards of Motala, two of which were completed towards the end of that year, and the other two in 1854. These steamers are even now insufficient for the heavy freights offered for transit, and it is understood that others will soon be added to the line.

The railroad referred to has also been granted to an English company, which has long since commenced operations. When completed, it will place London within thirty hours' distance of Flensburg.

The commercial relations between the United States and the Hanse-towns are regulated by the treaty of December 20, 1827. This treaty stipulates entire reciprocity of trade and perfect freedom of commerce between the two high contracting parties, no matter from what country or port the vessels and cargoes may come. The sixth article stipulates that it shall be wholly free for all merchants, commanders of ships, and other citizens of both parties, to manage, themselves, their own business, in all the ports and places subject to the jurisdiction of each other, as well with respect to the consignment and sale of their goods and merchandise by wholesale or retail, as with respect to the loading, unloading, and sending off their ships; submitting themselves to the laws, decrees, and usages there established, to which native citizens are subjected; "they, in all these cases, to be treated as citizens of the republic in which they reside, or, at least, to be placed on a footing with the citizens or subjects of the most favored nations;" and all favors granted by either party to other nations, to become common to the other party on equal conditions.

The policy of allowing to the Hanse-towns, by treaty stipulation, the privileges of their flag to all vessels *owned* instead of *built* within their dominions, as in the treaty between the Hanse-towns and Great Britain, has been a question of considerable doubt among eminent merchants of the United States. By virtue of this stipulation, the Hanse-towns bring to the United States the productions of the different States of Germany, and carry back, in return, the cotton, rice, and tobacco, with which the store-houses of these towns, especially Bremen, are always supplied. The effect of this privilege has, undoubtedly, been to throw almost the entire carrying trade, from the United States for German markets, into the hands of Hanse ship-owners. This is more particularly true with respect to the port of Bremen, as appears from the following summary of the navigation returns of that port. The vessels engaged in the trade between the United States and Bremen were:

From 1826 to 1830, inclusive,	Bremen.....	$\frac{2}{7}$	United States.....	$\frac{5}{7}$
1831 to 1835	" Bremen.....	$\frac{4}{7}$	United States.....	$\frac{3}{7}$
1836 to 1840	" Bremen.....	$\frac{4}{5}$	United States.....	$\frac{1}{5}$
1841 to 1845	" (*a*)Hanse-towns..	$\frac{5}{7}$	United States.....	$\frac{2}{7}$
1846 to 1850	" Hanse-towns..	$\frac{4}{5}$	United States.....	$\frac{1}{5}$
1851 to 1855	" Hanse-towns..	$\frac{6}{7}$	United States.....	$\frac{1}{7}$

(*a*) The Hanse-towns are given for this and the following periods; Bremen and Hamburg being united in the official data, under that designation. Bremen, however, averages more than three-fourths of the navigation between the United States and the Hanse-towns.

Comparative table exhibiting the state of the trade between the United States and the Hanse-towns during ten years, ending June 30, respectively.

[Compiled from United States Treasury Reports.]

Years.	VALUE OF EXPORTS.			VALUE OF IMPORTS.
	Domestic produce.	Foreign produce.	Total.	
1845	$4,106,927	$838,093	$4,945,020	$2,912,537
1846	4,008,315	600,305	4,608,620	3,149,864
1847	4,068,413	266,225	4,334,638	3,622,185
1848	3,856,676	465,109	4,321,785	6,293,280
1849	2,710,248	604,682	3,314,930	7,742,864
1850	4,320,780	885,742	5,206,522	8,787,874
1851	5,405,956	641,491	6,047,447	10,008,364
1852	6,195,927	681,030	6,876,957	8,171,411
1853	7.409,315	610,738	8,020,053	13,843,455
1854	10,641,596	1,444,662	12,086,258	16,966,898
1855	9,155,169	975,081	10,130,250	12,960,113

HAMBURG.

THIS city, situated on the north bank of the Elbe, about 70 miles from the sea, owes its commercial distinction principally to its situation. Indeed, the resources of Hamburg, as well as of the other Hanse-towns, so far as they are dependent on their territorial limits, are of but little consequence. Their trade is, as it were, passive, depending entirely for its maintenance and activity upon the commercial movements of other countries. The city of Hamburg has but a very limited territory surrounding it, comprising the adjoining district, the towns of Bergdorf and Ritzebuttle, the districts of Vierländen (the sovereignty of which is shared by Lubeck), Cuxhaven, some islands in the Elbe, and some detached portions of the territory enclosed by the Danish and Hanoverian dominions. These, together, constitute the republic of Hamburg. The area is about 137 square miles, and the population 188,054 souls; of whom 115,866 live in the city; 16,731 in St. George; 16,157 in the faubourg of St. Paul; and 39,300 in the country around.

The river Elbe is the chief commercial artery which gives life and energy to the trade of Germany. It rises in Bohemia, near the Carpathian mountains, and, flowing through that country, receives the Moldau and its tributaries, and the Eger. Leaving Bohemia, this noble river flows by Dresden and Magdeburg, receiving in its course the Mulde, Elster, and Haval; all of which rivers, branching off into different streams, unite their waters with the Elbe immediately below Hamburg. The depth of water admits the largest ships; and, about 75 miles below Hamburg, the Elbe merges in the waters of the ocean.

In respect to the navigation of the Elbe, the Stade duties levied by Hanover, at the castle of Brunshausen, are justly complained of, not only as arbitrary, but onerous and oppressive upon the commerce of the world. The principle, says McCulloch, was distinctly laid down by the Congress of Vienna in 1815, that the navigation of the Rhine, the Elbe, and the Weser, &c., should be quite free along their whole course. But, no general tariff of duties being then established, this declaration has hitherto had no practical effect. On passing Stade every captain or master must send his papers, including the manifest, bills of lading, and cockets, on shore, that the amount of the duties may be calculated and certified. These duties are paid at Hamburg, where the Hanoverian government retains an agent to receive them; and, until the receipt is produced, the vessel cannot proceed to unload.

A British writer, of great commercial experience, says, in reference to this Elbe toll: "In equity, the duties levied at Stade should be, hereafter, in amount, only equal to the expenses of light-houses, buoys, and pilotage for maintaining the safe navigation of the Elbe, and should only be imposed for that purpose on the tonnage of vessels, instead of, as at present, on merchandise, and paid into the Hanoverian treasury."(*a*)

The manufacturing industry of Hamburg, especially its sugar refineries, iron-works, and various works in metals and other materials, rope-works, distilleries, and breweries, give employment to a large portion of its population. Its great importance and wealth, however, are owing to its advantageous position as the chief emporium of the trade of Germany.

The principal articles exported from Hamburg to the United States are silk, woolen, and cotton manufactures, including piece goods and hosiery, and the produce and manufactures of the German states generally.

The principal articles exported from the United States to Hamburg are cotton, tobacco, rice, coffee, staves and other articles of wood, naval stores, whale and other fish oil, and whalebone.

Statement exhibiting the quantity of raw cotton imported into Hamburg during ten years, ending with 1848.

[Compiled from French authorities.]

Years.	Bales.	Years.	Bales.
1839	40,932	1844	64,997
1840	73,931	1845	67,448
1841	62,118	1846	61,601
1842	61,891	1847	71,457
1843	75,434	1848	47,846

Statement exhibiting the values of goods imported into Hamburg during the years 1853 *and* 1854.

[From Hamburg authorities.]

Where from.	1853.	1854.
	Marcs-banco. (*b*)	*Marcs-banco.*
United States, including British North America (*c*)	9,044,870	11,029,690
Asia	1,139,200	1,363,590
Australia	302,850	6,654,060
Africa	22,172,710	21,404,220
South America	9,512,480	12,729,970
West Indies	9,044,870	11,029,690
Northern part of Europe	13,478,120	17,273,110
Great Britain	142,561,990	149,160,760
Southern part of Europe	13,015,680	13,606,130
From and via Altona	43,564,480	52,426,270
By land routes and rivers	184,545,110	245,018,930
Total amount	448,382,360	541,696,420
(*c*) Imports from the United States solely	8,765,560	10,449,950

(*a*) The following notification appears in the London papers of May, 1855: "With the view of encouraging the shipping interests of Harburg, Hanover has abolished the Stade dues on the Elbe for all ships and goods entering Harburg seaward."

(*b*) 1 Marc-banco equals 35 cents.

Statement exhibiting the values of merchandise exported by sea, by rivers and land routes, from Hamburg, during the years 1853 *and* 1854.

[From Hamburg authorities.]

Where to.	1853.	1854.
	Marcs-banco.	*Marcs-banco.*
United States, including British North America(*a*)	15,463,730	18,982,970
Australia	6,284,730	5,624,710
Asia	2,257,460	3,121,790
Africa	582,830	729,590
South America	25,011,940	27,545,470
West Indies	7,296,300	7,679,340
Northern part of Europe	19,163,410	25,812,680
Great Britain	62,030,430	82,323,910
Southern part of Europe	8,374,160	7,071,790
Provisions for vessels	706,000	947,500
To and via Altona	45,894,700	54,538,760
Land and river routes	228,607,800	258,651,830
Total amount	421,673,490	493,029,340
(*a*) Exports to the United States solely	10,090,700	12,981,270

Hamburg receives supplies of raw cotton not only from the United States, Brazil, and other countries of South America, in the direct trade, but also from English ports, and other entrepots of Europe. A considerable diminution is perceived in the importation of English twists (spun cotton) at Hamburg. This is attributable to the fact that the manufacturers of Prussia and Saxony have, of late years, ordered their supplies direct from Great Britain.

FOREIGN NAVIGATION OF HAMBURG.

1st. The most important class of Hamburg packet-ships are those which sail, at stated periods, for Adelaide, Melbourne, and Sydney, in Australia; Valparaiso, in Chili; and San Francisco, in California. They consist of 23 large class ships.

2d. Fourteen large sized vessels ply regularly between Hamburg, New York, New Orleans, Galveston, and Indianola.

3d. Five large three-masted ships, owned by a private company, are engaged in the direct trade between Hamburg and New York.

4th. Two three-masted ships, also owned by a private company, ply between Hamburg and the ports of North and South America, as they find a market.

Table showing the number and tonnage of vessels belonging to Hamburg in the years specified.

Years.	Vessels.	Tonnage.
1836	146	33,978
1845	205	50,937
1848	249	68,691
1853	408	127,695

Statement exhibiting the navigation of Hamburg during seventeen years, ending with 1852.

[From French authorities.]

Years.	Vessels entered.	Tonnage.	Years.	Vessels entered.	Tonnage.
1836	2,497	331,314	1845	3,990	584,424
1837	2,601	349,506	1846	3,779	558,061
1838	2,700	372,372	1847	4,178	631,890
1839	2,939	413,398	1848	3,304	593,664
1840	2,937	448,863	1849	3,459	----------
1841	3,694	495,738	1850	4,094	730,596
1842	3,330	520,764	1851	4,169	744,537
1843	3,538	533,949	1852	4,440	840,109
1844	3,260	484,299			

Statement showing the increase of tonnage at the port of Hamburg during the ten years ending with 1854.

[From Hamburg authorities.]

Years.	No. of vessels.	Amount of tonnage in lasts of 3 tons each.
1845	223	19,023
1846	228	19,515
1847	249	22,203
1848	257	23,899
1849	286	27,351
1850	326	31,670
1851	351	34,633
1852	369	37,628
1853	408	42,565
1854	456	53,289

Statement of the general navigation of Hamburg in 1854.

[From Hamburg authorities.]

Arrived from.	No. of vessels.	Departed for.	No. of vessels.
United States	73	United States, exclusive of California	102
Australia	1	California	13
China	11	Australia	47
Philippine Islands	1	China	7
Singapore	3	Philippine Islands	2
Dutch East Indies	14	Singapore	1
British East Indies	10	Dutch East Indies	4
East coast of Africa	3	British East Indies	3
West coast of Africa	8	East coast of Africa	4
Madeira	1	Cape of Good Hope	2
The Azores	1	West coast of Africa	6
West coast of America	37	Cape Verde	1

STATEMENT—Continued.

Arrived from.	No. of vessels.	Departed for.	No. of vessels.
Argentine and Uruguayan Republics	8	West coast of America	46
Brazil	104	Argentine and Uruguayan Republics	72
Dutch Guiana	1	Brazil	83
Venezuela	35	Dutch Guiana	3
Dutch West Indies	1	Venezuela	25
St. Thomas and Porto Rico	14	Dutch West Indies	1
Hayti	41	St. Thomas and Porto Rico	27
Cuba	77	Hayti	17
Honduras	1	Cuba	24
East coast of Mexico	23	East coast of Mexico	14
Greenland	1	Sandwich Islands	3
White sea	13	British North America	45
Norway	37	Greenland	1
Sweden	33	White sea	8
Russian Baltic ports	1	Norway	130
Russia	15	Sweden	53
Mecklenburg	1	Russian Baltic ports	3
Denmark	11	Russia	122
Schleswig	50	Mecklenburg	2
Holstein	24	Lubeck	1
Heligoland	27	Denmark	75
Lower Elbe ports	704	Schleswig	83
Bremen and Weser ports	550	Holstein	27
Oldenburg	31	Heligoland, island of	28
Hanover	192	Lower Elbe ports	739
Netherlands	387	Bremen and ports on the Weser	356
Belgium	89	Oldenburg	76
Great Britain	1,942	Hanover	209
France	117	Netherlands	272
Portugal	36	Belgium	51
Spain	64	Great Britain	1,900
Sardinia	6	France	99
Tuscany	8	Portugal	22
Naples	5	Spain	49
Sicily	63	Gibraltar	2
Trieste	13	Malta	2
Ionian Islands	4	Sardinia	7
Greece	1	Tuscany	3
Asia Minor	3	Papal States	1
		Sicily	1
		Trieste	5
Total	4,896	Total	4,879
Tonnage, lasts	301,368	Tonnage, lasts	296,938
	Tons.		*Tons.*
At three tons per last	904,104	At three tons per last	890,814

The following statement exhibits, in continuation, the number and tonnage of American vessels arriving at and departing from the port of Hamburg during the six months ending with June 30th, 1855. The letter accompanying the consular return contains the following passages:

"The direct imports to this port from the United States will show a great falling off from last season; most of our vessels brought cargoes (chiefly sugar) from Cuba, destined, *via* Prussia, for Russia. The exports have also been much less than last year. But few of our ships left for American ports direct; most of them left in ballast for English ports, to load coal or iron; several took, at low rates, long charters for South American ports. The number of emigrants for the United States from this port will hardly reach half as high as last year. There being no American shipping-houses at Hamburg, it will always be difficult for our flag, as the regular Hamburg passenger lines must first be filled, to participate fairly in this trade. In the article of saltpetre, destined for Russia, our flag had the preference when coming from our ports; but, generally, the Hamburg flag and property being exempted from the Stade toll-dues, this cannot be the case."

Number of vessels.—Barques	13	: Tonnage		5,143 $\frac{33}{95}$
Ships	4	: Do.		2,167 $\frac{55}{95}$
Total	17	: Do.		7,310 $\frac{88}{95}$

Cargoes consisted principally of—

Inward: Arrack, seeds, cassia, dye-wood, India-rubber, rice, sugar, tamarinds, pot-ashes, household goods, cotton, honey, ginger, whalebone, tobacco, clocks, cigars, preserves, tortoise-shell, gums, rosin, hops, oil, machinery, raisins, shoes, coffee, turpentine, furs, sarsaparilla, piano-fortes, and general merchandise.

Outward: Passengers, pig-lead, plates of spelter, willow, succory flower, cinnabar, glue, gypsum, rags, tow, worsted yarn, woolens, wormseed, hair cloth, glass-ware, china, hardware, iron-ware, sheet-zinc, musical instruments, bristles, slates, drugs, earthen-ware, straw goods, and general merchandise.

Statement showing the number of emigrants, with the number of vessels conveying them, which left the port of Hamburg for the United States from 1847 *to* 1854, *both inclusive.*

Years.	No. of vessels.	No. of emigrants.	Years.	No. of vessels.	No. of emigrants.
1847	51	5,439	1851	57	8,533
1848	43	4,741	1852	88	13,886
1849	34	3,777	1853	75	13,898
1850	43	5,600	1854	100	20,835

BREMEN.

Like Hamburg, this city owes its great commercial prosperity to the river on which it is situated. It possesses a small territory of about seventy-five geographical miles on each side of the Weser. Bremen is one of the oldest cities in Europe. It is referred to as a commercial mart as far back as A. D. 837. With North and South America it carries on a very extensive trade, and its geographical position and unsurpassed commercial advantages render it the great entrepot for imports for Hanover, Oldenburg, and Hesse-Cassel. Large sized vessels can ascend only to Braake, opposite to which, in a dock, called Bremerhaven, they discharge their cargoes.

The navigation of the Weser, which comprises the ports of Bremen, Vegesack, Bremerhaven, Braake, and Elsfleth, employed, in 1849, 521 vessels; of which, from the United States there were 308.

Vessels of from 200 to 250 tons can ascend as high up as Vegesack, and those drawing six or seven feet of water can enter the port of Bremen, where the Weser is belted with capacious quays.

The manufacturing industry of Bremen is in a highly prosperous condition, especially its sugar-refineries, distilleries, tanneries, soap, candle, cordage, and canvass factories, cotton-spinning mills, tobacco manufactories, factories for weaving, bleaching, &c.

Navigation dues are moderate, and the port regulations of Bremen such only, for the most part, as an enlightened policy and a wise concern for the interests of commerce should dictate.

The transit duty is one cent per 100 lbs., and lighterage from Bremen to the haven, on board ship, is only 50 cents per ton of 2,000 lbs. Goods from the interior, for export from Bremen, pay the small transit duty above specified.

The chief exports of Bremen are linens, bark, glass, rape-seed, woolen goods, cloths, wines, hides, smalts, manufactured tobacco, &c., &c.

Imports are chiefly building materials, tobacco, raw cotton, and cotton-stuffs, rice, tea, coffee, sugar, whale oil, tar, dye-woods, &c. It is estimated that about two-thirds of the whole trade of Bremen is with the United States.

The number of sailing vessels in the merchant service of Bremen in 1853, engaged in foreign trade, was 243, measuring 88,196 tons, showing an increase of four vessels, and of 10,124 tons, over the year 1852.

The number of vessels which entered the port of Bremen in foreign trade in 1852 was 1,778, measuring upwards of 275,000 tons; of which there were under the United States flag 41 vessels, measuring 34,861 tons.

The number of vessels cleared during the same year was 1,848, measuring upwards of 285,000 tons; of which there were from the United States, and under that flag, 40 vessels, measuring 34,293 tons.

For full and interesting details relative to the navigation of the Weser, attention is invited to consular returns, "Port of Bremen, 1854, Nos. 18 and 29," Part III. These returns contain, also, interesting statistics of emigration from Germany *via* Bremen. Indeed, on all these topics, as well as on commerce and navigation, they leave but little to be added relating to the general trade of this port.

General summary of the importation of tobacco, cotton, and rice into the port of Bremen, from 1846 *to* 1851.

[Compiled from Bremen official returns.]

Years.	POUNDS OF—		
	Tobacco.	Rice.	Cotton.
1846	(a) 36,757,141	7,703,499	4,810,048
1847	34,983,942	13,233,995	4,850,471
1848	26,228,751	12,744,267	6,318,205
1849	34,546,398	15,327,604	9,353,921
1850	41,887,277	13,707,343	5,466,410
1851	30,387,277	14,408,798	10,792,278

(a) Besides raw tobacco, there were imported into Bremen an average of about 8,000,000 lbs. tobacco stems per annum, also, during the period above designated.

During the year 1851, the same documents show that there were imported into Bremen articles, the growth, produce, or manufacture of the United States, amounting in value to $6,044,029, on which, at the rate of two-thirds of one per cent., duty was collected to the amount of $40,293. The following table shows the ports of departure, and the amount received from each port of the United States:

New York	$1,202,962	Savannah	$33,450
Philadelphia	20,225	Florida	46,380
Baltimore	1,618,645	New Orleans	2,452,032
Richmond	324,300	Galveston	71,775
Wilmington	11,830		
Charleston	262,730	Total	6,044,329

The following tabular statements are compiled from "A Retrospect of the Trade of Bremen" for 1854, published at that place early in 1855:

Tobacco imported from North and South America, East and West Indies, South sea, Egypt, and Greenland.(a)

Years.	Hhds.	Packages.	Chests.	Bales.	Boxes.
1848	18,014	15,309	603	30,715	21,670
1849	24,417	14,804	2,111	26,421	7,542
1850	27,807	34,399	2,245	30,964	6,692
1851	18,992	62,635	3,785	32,247	12,020
1852	40,376	63,271	4,078	51,414	14,534
1853	34,115	67,883	5,613	53,609	6,617
1854	32,332	64,495	3,745	78,080	10,370

Table exhibiting the quantities of raw cotton imported into Bremen from the United States, South America, and the West Indies, respectively, the years designated.

[Compiled from Bremen custom-house returns.]

Years.	BALES OF COTTON FROM—		
	United States.	South America.	West Indies.
1848	15,969	61	263
1849	19,302	----------	807
1850	9,926	----------	806
1851	25,278	146	887
1852	21,783	600	239
1853	30,954	518	91
1854	50,505	452	1,130

(a) Early the present year (1856) an effort was made in the Prussian house of representatives to introduce, throughout the Zollverein, the monopoly system, as respects tobacco. This effort having failed, it was followed by a motion to increase the duty on tobacco to 25 thalers ($17.25) per centner. This motion was carried in committee by a vote of two to one, and now only awaits the action of the Zollverein conference. This measure would prove disastrous to the commercial prosperity of Bremen, by closing against her (unless she should join the Zollverein) the markets of Germany, which she supplies almost exclusively with tobacco, both raw and manufactured. The tobacco interests of the United States would also share with Bremen in the evil effects of such an arbitrary and unjust discrimination against one of our leading staples. Should the measure be acquiesced in by the other states of the Customs Union, instead of 38,000,000 pounds of raw tobacco sent to Bremen in 1855 from the United States, from which she derived more than $16,000 duties, a year or two, at most, under the operation of the Prussian duty, might exhibit an annual exportation of not so many thousand pounds.

Comparative summary of imports, sales, and stock on hand, of tobacco, at the port of Bremen, from 1845 *to* 1854, *both inclusive.*

[From Bremen authorities.]

Years.	MARYLAND.				VIRGINIA.				KENTUCKY.				STEMS.			
	In store, January 1.	Imported.	Sold.	In store, Dec. 31.	In store, January 1.	Imported.	Sold.	In store, Dec. 31.	In store, January 1.	Imported.	Sold.	In store, Dec. 31.	In store, January 1.	Imported.	Sold.	In store, Dec. 31.
1845.....Hogsheads..	6,242	24,251	24,571	5,922	3,666	1,588	3,099	2,155	2,229	11,439	10,328	3,340	209	5,273	4,152	1,330
1846.....do.....	5,922	26,785	23,788	8,919	2,155	2,386	2,456	2,085	3,340	5,028	6,099	2,269	1,330	6,092	4,716	2,706
1847.....do.....	8,919	21,743	20,681	9,981	2,085	911	2,079	917	2,269	3,816	5,013	1,072	2,706	6,788	8,038	1,456
1848.....do.....	9,981	12,084	9,935	12,130	917	847	1,054	710	1,072	4,448	4,980	540	1,456	4,912	4,473	1,895
1849.....do.....	12,130	19,285	22,112	9,303	710	1,173	1,734	149	540	4,620	4,746	414	1,895	4,188	5,083	1,000
1850.....do.....	9,303	17,977	20,080	7,200	149	1,549	1,372	326	414	8,281	6,970	1,725	1,000	6,840	6,943	897
1851.....do.....	7,200	13,005	15,190	5,015	326	448	559	215	1,725	5,539	6,325	939	897	7,581	6,398	2,080
1852.....do.....	5,015	21,971	24,542	2,444	215	2,244	2,347	112	939	16,161	16,592	508	2,080	7,504	9,356	228
1853..... ...do.....	2,444	19,569	19,979	2,034	112	1,728	1,706	134	508	12,818	12,038	1,288	228	9,796	9,752	272
1854.....do.....	2,034	16,565	16,047	2,552	134	3,916	2,107	1,943	1,288	11,851	8,321	4,818	272	9,171	6,775	2,668

Comparative view of imports, sales, and stock on hand, of cotton, at the port of Bremen, from 1851 *to* 1854, *both inclusive.*

[From Bremen authorities.]

	1851.				1852.				1853.				1854.			
	North America.	West Indies.	South America.	East Indies.	North America.	West Indies.	South America.	East Indies.	North America.	West Indies.	South America.	East Indies.	North America.	West Indies.	South America.	East Indies.
In store, January 1st.....Bales..	62	27	.....	.....	1,474	64	126	.....	1,269	.....	64	125	3,529	.....	.....	69
Imported..... .....do...	25,278	887	146	170	21,783	239	600	1,499	30,954	91	518	1,412	50,505	1,130	452	1,387
Total.....do...	25,340	914	146	170	23,257	303	726	1,499	32,223	91	582	1,537	54,034	1,130	452	1,456
Sales.....do...	23,866	850	20	170	21,988	303	662	1,374	28,694	91	582	1,468	47,439	424	448	1,183
In store .....do...	1,474	64	126	.....	1,269	.....	64	125	3,529	.....	.....	69	6,595	706	4	273

The manufacture of cigars is one of the most important branches of industrial pursuits in the city of Bremen. They are exported to every quarter of the globe, about $200,000 worth annually reaching the United States.

The following statement, made up from a French statistical publication, exhibits the extent of the cigar trade of Bremen in 1851:

Countries to which exported.	Values in thalers. (a)
Prussia	990,183
Saxony	195,600
Bavaria	78,734
Other States of the Zollverein	176,463
Hamburg	85,054
Steuerverein	52,965
Mecklenburg	14,692
Austria	131,112
Switzerland	20,461
Poland	7,081
Holland	6,394
British American possessions	29,899
United States	262,212
Peru	10,362
Brazil	2,589
Total thalers	2,063,801
Total dollars	1,424,022 69

Table exhibiting the navigation of Bremen during sixteen years, ending with 1851.

[From French authorities.]

Years.	Vessels entered and cleared.	Tonnage.	Years.	Vessels entered and cleared.	Tonnage.
1836	1,125	190,315	1844	2,593	377,667
1837	1,359	209,310	1845	2,837	432,416
1838	1,571	201,264	1846	3,189	449,491
1839	2,043	255,545	1847	3,557	477,883
1840	2,098	279,560	1848	2,386	378,351
1841	2,221	303,329	1849	2,620	364,130
1842	2,351	328,593	1850	2,741	408,957
1843	2,637	357,780	1851	3,324	475,416

From the preceding table it will be seen that from 1836 to 1847 the tonnage advanced from 190,315 to 477,883 tons, and during that entire period regularly and rapidly increased. The decrease in 1848 and 1849 was owing to the blockade of the Weser. In 1850 it again advanced; and in 1851 almost regained the prosperity it had attained in 1847.

For further statistics of the imports and exports of Bremen, see Consular Returns, "Bremen, January 12, 1855," and "October 20th, 1854." [Part III.]

(a) The thaler is equivalent to 69 cents.

LUBECK.

THIS ancient city is distant 36 miles northeast from Hamburg, with which, and with Bremen, it is connected by railroad. There is also canal-communication between Lubeck and Hamburg. Its port is Travemunde, with which it communicates daily by steamboats.

Its trade is principally carried on with the Baltic states, to which it exports corn, cattle, wool, fish, iron, and timber. Its imports comprise wines, silks, cottons, hardwares, and other manufactured goods; also colonial produce, dye-stuffs, &c.

The territory belonging to Lubeck is about 20 miles in length, by 3 miles in breadth, containing a population of 54,166, chiefly employed in the rearing of live stock.

In 1852 there entered the port of Lubeck 2,086 vessels, measuring 262,724 tons, viz: sailing vessels, 1,699, of an aggregate tonnage of 170,096 tons, and 387 regular steam-packets, of an aggregate of 92,628 tons. Russia holds the first rank in the trade of Lubeck. Of the whole number of vessels entered in 1852 (2,085), there were under the Russian flag 456 vessels, with an aggregate of 85,730 tons.

The total imports into this port in 1852 reached, in weight, 122,000,000 kilogrammes (2.20 lbs. each), viz: by sea, 94,000,000 kilos.; by land, 28,000,000 kilos. This was a falling off from the preceding year of 10 million kilos.

Among the imports of 1852 were:

Tobacco	1,049,132 kilos.	Coffee	2,291,526 kilos.
Cotton, drugs, and dye-stuffs	4,034,849 "	Sugar	4,278,066 "

The total imports in 1851 amounted to 132,333,000 kilogrammes; but the increase of 10,000,000 kilogrammes was attributable to the heavy stock of material introduced by those engaged in the construction of the railroad between Lubeck and Hamburg. A comparison with the preceding years of regular trade will show a steady, though gradual increase. In 1850, the total imports reached 120,000,000 kilogrammes or 2,000,000 less than in 1852.

The general imports of Lubeck are thus classified:

	Kilogrammes.
Manufactures.—Including, principally, liquors, watches, jewelry, hardware, gunpowder, piece-goods, glass-ware	13,954,580
Colonial or trans-Atlantic merchandise.—Consisting of coffee, cotton, drugs, dye-stuffs, sugar, tobacco, and tea	11,708,795
Animal substances.—Consisting of butter, cheese, wax, oils, wool, peltry, silk	2,827,453
Metals.—Chiefly iron and copper	6,121,736
Miscellaneous.—Including salted fish, tallow, grains, timber, pot-ashes, &c	88,424,913
Total	123,037,477

Manufactures represent 11½ per cent., colonial or trans-Atlantic merchandise 9½ per cent., metals 5 per cent., and all other imports 74 per cent. of the total trade.

Statement showing the steam navigation between Lubeck and the Baltic ports, from 1849 *to* 1852.

	Francs.
1849.—Between Travemunde (the port of Lubeck) and Copenhagen—voyages 67, passengers 1,955, receipts	152,046
1850.—Between Travemunde, Copenhagen, and Gothenburg—voyages 61, passengers 2,858, receipts	194,738
1851.—Between Travemunde, Copenhagen, and Gothenburg—voyages 37, passengers 3,415, receipts	137,884
1852.—Between Lubeck, Copenhagen, and Gothenburg—voyages 20, passengers 3,061, receipts	114,360

The merchant marine of Lubeck in 1853 consisted of 65 vessels, of 13,300 tons aggregate, viz: 60 sailing vessels, of 11,826 tons, and 5 steamers.

The once extensive and flourishing trade of Lubeck had dwindled down to the mere shadow of its former greatness. The tardy communication with Hamburg (a city on which it depends almost exclusively for its commercial activity) by canal navigation, contributed much to depress its commercial enterprise; and, hence, its merchants have, for a long period, been strenuous and unremitting in their efforts for the construction of a railroad that would connect them with that city. Denmark, however, jealous of any enterprise that would be likely to create a rival for the trade of Kiel, which town is also connected by railroad with Hamburg, long refused permission to construct the contemplated railroad across any portion of its territories. The difficulties were, however, adjusted, the road constructed, and during the past few years the trade of Lubeck has risen to considerable importance.

In 1850, before the connexion by railroad was established, the merchandise which passed between the two cities amounted to but 26,000 quintals of 106.85 lbs. each; in 1853, after the railroad was opened, it ascended to 267,380 quintals, viz: 89,575 Hamburg merchandise, and 177,805 foreign merchandise, forwarded *via* Hamburg.

The United States has no direct trade with Lubeck, such of its staples as reach that market being supplied either from Hamburg or Altona, chiefly the former.

THE COTTON TRADE.

Cotton and tobacco are the leading imports of the Hanse-towns from the United States. The value of the former imported during the twelve months ending June 30, 1855, was nearly three millions of dollars; of the latter, more than two and a half millions; while the value of all other domestic produce imported into Bremen and Hamburg from the United States was upwards of nine millions of dollars.

The export of cotton from the United States to the countries of northern Europe commenced some sixty years ago. In the year 1800, Holland, including the territory now known as the kingdom of Belgium, received 79,694 lbs.: in 1855 the aggregate quantity exported to the two countries was 17,160,967 lbs. In 1803 Norway and Denmark first imported American cotton, amounting that year to 184,193 lbs.: in 1855 the aggregate quantity exported to these two countries, including Sweden, was some 7,000,000 lbs. Prussia and Sweden began importing cotton from the United States in 1804. Russia, in 1809, received cotton from the United States for the first time, and to the amount of half a million pounds; while in 1853, the year prior to the commencement of the late war, the exportation to that country amounted to more than twenty-one millions. The Hanse-towns received cotton from the United States prior to the year 1800; and the progress of the trade with those cities, which is exhibited in the subjoined statement, strikingly exemplifies, in connexion with the remarks which have preceded, and the general statement which follows it, the rapid and powerful advancement of the king-staple, not of the United States only, but of the commercial world.

The following statement shows the quantities of cotton exported from the United States to the Hanse-towns every ten years, for a period of fifty-one years, from 1805 to 1855.

In 1805	122,003 lbs.
1815	1,346,283 "
1825	577,109 "
1835	2,688,147 "
1845	17,204,094 "
1855	30,809,991 "

Tobacco is borne in direct voyage from the United States; not so, however, with cotton, in the carrying trade of which Great Britain has been for many years an active competitor. Entering the ports of the United Kingdom free of duty, her merchant flag can realize a profitable trade in its re-exportation to the various ports of continental Europe. Thus, the Hanse-towns receive their supplies of raw cotton not only from the United States, in the direct trade, but also in the indirect trade, from English ports and other entrepots of Europe. The annual average quantity of cotton exported from the United States to the Hanse-towns, including Prussia, during the four years from 1851 to 1854, both inclusive, was 24,811,626 lbs.; while the annual average exported from Great Britain during the four years ending December 31, 1854, was 36,563,996 lbs.

The annual average quantities of cotton exported from the same countries, respectively, during the same periods, to other nations of northern Europe, exhibit similar results. These facts are illustrated by the subjoined statement, and suggest a strong argument for the serious consideration, by the navigation interests of the United States, of such measures as would be likely to promote the direct exportation of our great staple from our own ports, in our own vessels, to those of the countries by which it is consumed.

Comparative statement showing the quantities of cotton exported to certain countries of northern Europe from the United States and Great Britain, respectively, for a period of four years, from 1851 *to* 1854, *both inclusive.*

FROM THE UNITED STATES.

Countries to which exported.	POUNDS OF COTTON EXPORTED IN THE YEARS—				Annual average.
	1851.	1852.	1853.	1854.	
Hanse-towns and Prussia	16,716,571	22,138,228	22,671,782	37,719,922	24,811,626
Belgium	16,335,018	27,157,890	15,494,442	13,980,460	18,241,952
Russia	10,098,448	10,475,168	21,286,563	2,914,954	11,193,783
Holland	5,508,670	10,259,042	7,038,994	6,048,165	7,213,718
Sweden and Norway	5,160,974	5,939,025	6,099,517	9,212,710	6,603,056
Aggregate	53,819,681	75,969,353	72,591,298	69,876,211	68,064,135

FROM GREAT BRITAIN.

Countries to which exported.	POUNDS OF COTTON EXPORTED IN THE YEARS—				Annual average.
	1851.	1852.	1853.	1854.	
Hanse-towns and Prussia	29,049,104	23,146,256	34,560,736	59,499,888	36,563,996
Belgium	12,856,480	12,657,680	18,466,672	14,040,768	14,505,400
Russia	35,185,472	45,605,840	48,937,392	208,544	32,484,312
Holland	22,119,104	15,834,224	28,676,592	26,934,544	23,391,116
Sweden and Norway	2,434,656	3,591,840	4,414,368	5,866,560	4,076,856
Aggregate	101,644,816	100,835,840	135,055,760	106,550,304	111,021,680

Tabular comparative statement, showing the average quantities of cotton produced, consumed, and exported by the United States, with the values of the quantities so exported; and the average quantities of foreign cotton imported into and exported from the United States; together with the current prices of cotton in the United States and Great Britain, respectively, during the first three years of each decade, for a period of sixty-three years, from 1792 *to* 1854, *both inclusive.*(a)

	In the years—	Produced.	Consumed.	EXPORTED.		FOREIGN.		PRICES IN—	
				Quantities.	Values.	Imported.	Exported.	U. States.	G. Britain.
1st period.	1792 1793 1794	*Pounds.* 5,300,000	*Pounds.* 5,500,000	*Pounds.* 743,000	*Pounds.* $233,000	*Pounds.* 1,900,000	*Pounds.* 1,600,000	*Cents.* 31⅓	*Pence.* 19⅙
2d period.	1802 1803 1804	60,000,000	10,500,000	35,600,000	6,900,000	(b) 3,200,000	2,800,000	19⅓	16⅚
3d period.	1812 1813 1814	73,300,000	30,000,000	22,600,000	2,700,000	800,000	200,000	12½	20½
4th period.	1822 1823 1824	203,300,000	55,000,000	153,500,000	22,100,000	1,000,000	270,000	14.6	8⅓
5th period.	1832 1833 1834	431,600,000	85,000,000	344,000,000	38,500,000	1,500,000	450,000	11.23	7½
6th period.	1842 1843 (e)1844	(c) 907,100,000	(c) 148,600,000	680,200,000	50,700,000	(d) 8,000,000	7,600,000	7.46	5
7th period.	1852 1853 1854 (f)	(c) 1,227,400,000	(c) 270,800,000	1,064,200,000	97,000,000	500,000	14,000	9.12	6⅐

(a) This statement, made up with care and labor, from sources official and unofficial, and often conflicting, although not, perhaps, statistically exact, is yet, probably, enough so for those purposes of general comparison for which it is submitted. For obvious reasons, the aggregate of the exportation and consumption of cotton cannot be expected to balance the production in any single year, independently of stocks on hand from preceding years. An average, year with year, of some 70,000,000 pounds consumed for household and other uses, and of some 3,000,000 pounds lost or destroyed, and of some 500,000 pounds of imported cotton consumed, are, also, items to be considered in striking this balance; as well, moreover, as the fact that the sums are in round numbers, and that the only figures in the statement which can be viewed as at all statistical, are those giving the amounts and values of exportation; those for the consumption being derived from the unofficial declarations of manufacturers, and those for the production being estimated from all the other items put together. The aggregates, however, of consumption and exportation, for the whole period of sixty-three years, balance the production and importation within some six million pounds. The data for quantities, values, and prices, derived from the Treasury Reports, do not, it will be perceived, always afford results entirely consistent.

(b) Prior to 1802, foreign cotton was united with domestic in official accounts of exports.

(c) The capacity of the bale is computed, agreeably to usage, at 400 pounds, in changing bales into pounds, for this statement, although an average of 450 pounds to the bale would, probably, be more exact.

(d) The unusually large triennial average of cotton imported in 1842, 1843, and 1844 is to be attributed to the fact, that, during those years, Texas was an independent republic.—Foreign cotton, from January, 1791, to July, 1812, paid a duty of three cents per pound; from July, 1812, to April, 1816, six cents; and from April, 1816, to July, 30, 1846, three cents, when it was made free.

(e) Nine months only, the year ending June 30 instead of September 30, as before.

(f) The 7th decade terminates in 1861. The statement may, therefore, be viewed as embracing a period of seventy years, from 1792 to 1861, inclusive.

TARIFF REGULATIONS OF THE HANSE-TOWNS.

BREMEN.

The tariff is that of December 23, 1850.

Moneys.—One rixdollar = 72 grotes = 78¾ cents; 1 grote = $1\frac{1}{10}$ cent.

Weights and measures.—One centner = 100 lbs. = 109.8 lbs. avoirdupois.

1 lispund equals	.....	14 lbs.	United States	weight.
1 stone of wool equals	.....	10 "	"	"
1 " of flax "	.....	20 "	"	"
1 scheffel equals	.....	2 bushels	United States	measure.
1 last "	.....	80 "	"	"
1 Bremen foot equals	.....	11.38 inches	"	"

Import duties.—These duties consist of two-thirds of 1 per cent. ad valorem on the valuation given in the invoices, including at the same time freight and insurance.

Export duties consist of one-third of 1 per cent. ad valorem, according to invoices.

Transit duties.—All merchandise which has been entered at the custom-house as transit goods, is subject to a duty of one grote ($1\frac{1}{10}$ cent) per centner (or 109.8 lbs. avoirdupois), if re-exported within three months from the date of the entrance. From this, however, the following articles are excepted, and pay only one-half grote per centner:

Alum, asphalt, empty barrels, coal, bomb-shells, boxes, cannons, cheese, copper (crude), earth for coloring, gypsum, hair (cow), herrings, iron in sheets, castings, bars, rods, and balls, juniper berries, lime, linseed, manganese, marble (unmanufactured), metallic earths, mortars, oak-bark (ground or not), ochre, clay pipes, pitch, rags, railroad materials, as rails, wheels, and axles, gutters (roof), rosin, salts, scraps of paper, sea-grass, succory (or chicory), tar, vitriol, waste paper, wrapping material, common manufactures of wood, zinc (in blocks).

The following pay one-quarter grote per centner:

Ashes (ley), birds, bones, bone-black, sugar-box boards, dye-woods, fresh fruits, grass, hay, iron (old or crude), lead ore, oil-cakes, ores, potatoes, slates and pencils, sulphuric earth, timber (hewn), wood, ebony, and mahogany, and timber for carpenters.

The following pay one-sixth grote per centner:

Ashes (not ley), birch brooms, blood, bottle-cases, bricks, cement, chalk, clay (brown or stone), earth (common), earthenware (common), fayence (common), glass (broken), glue, leather, offal of tanneries, gravel, guano, marl, mill-stones, oyster-shells, potters' earth, shell-lime, stones (hewn or not), sugar-bakers' clay, sugar scum, tiles, tombstones, trees for planting, turf, fire-wood, hoops, shingles, materials for basket-makers, and posts for fences.

Goods not exported after three months, by paying 25 per cent. of the transit duty, may have a further prolongation of three months.

HAMBURG.

The tariff is that of December 29th, 1851.

Moneys.—1 marc-banco = 16 shillings = $0.35.

Weights and measures.—1 centner = 119.504 lbs.; 1 pfund = 1.067 lbs. avoirdupois.

Duties on imports.—These duties amount to not more than ½ of 1 per cent. ad valorem; and the *duties on exports* to not more than ⅛ of 1 per cent. ad valorem.

The following articles are exempt both from import and export duties: apparel of travellers, brought in by the respective parties, or by a special permit of the director of customs; bark unground; barley; bones; bronze metal; buckwheat; copper for sheathing ships; brass, old, also in plates or sheets; coal, stone; gold and silver bullion or coin; open samples of goods under 70 lbs. weight, exported and then re-imported through the same gate; linens, with or without cotton mixture; linen bagging; malt; oats; oil cakes; potatoes; printed matter; musi-

cal and scientific maps; rags, woolen or cotton; rape seed; rye; wool, sheep's and lamb's, raw; wheat; zinc, crude.

The following articles are free of import duties only: articles not exceeding 5 marcs-banco ($1.75) in value; those also subjected to excise duties not over 20 marcs-banco in value; timber, staves, fire-wood, and turf.

Those free of export duties are: all articles under 20 marcs-banco ($7) in value, regardless of quantity; all manufactures of the city of Hamburg; all provisions for the immediate use of vessels lying in harbor; articles not exceeding 100 lbs. in weight, and not of greater value than 100 marcs-banco.

Transit duties.—All goods re-exported within three months from the date of arrival, are free of any transit duty, if yet in the hands of original importers.

LUBECK.

The tariff is that of December 5th, 1851.

Moneys.—1 marc = 16 schillings Lubeck courant = 28.79 cents.

Weights and measures.—1 ship-pound = 2½ cwt. of 112 lbs. English, each = 280 lbs. 1 lispound = 14 lbs.

Duties on imports.—All goods, whether of foreign or home production, pay ½ of 1 per cent. ad valorem, as given in the invoices, except the following articles, which are free of import duties:

Transit goods re-exported within three months after entry; effects of travellers; household furniture used; wool brought for the Lubeck fair, and delivered at the wool warehouse; goods on board of vessels not consigned to Lubeck; wares on board of ships entering the port of Travemunde in distress.

Articles in the following table—in which the rates are compared with those of the United States tariff on the same articles—pay a fixed duty according to number, weight, or measure:

Denomination of merchandise.	DUTIES ON IMPORTS.		
	Into the United States from all foreign nations, under the act of 1846.	INTO LUBECK.	
		Number, weight, or measure.	Rate of duty.
	Per cent. ad valorem.		*Cents.*
Arrack	100	Per 30 viertel (*a*)	28⅔
Beer	30	do	14⅓
Brandy	100	do	21½
Coals, stone	30	1 tonne (*b*)	¾
Fish, salt	20	1 tonne or 200 lbs	3½
Flour	20	do	3½
Gin	100	Per 30 viertel	21½
Grain, wheat	20	1 last=91 bushels	28⅔
Pitch	20	1 tonne of 200 lbs	1⅔
Rum	100	Per 30 viertel	21½
Tar	20	1 tonne of 200 lbs	1¼
Wines	40	Per 30 viertel	21½

All liquors pay for 100 bottles the same as for 30 viertel or 1 hogshead.

(*a*) Each viertel=1.97 gallons.

(*b*) 1 tonne=4.49 bushels.

Goods, where the value cannot be ascertained from the invoices, will be estimated at the Lubeck market prices.

Articles of wood, as timber, boards, shingles, planks, masts and spars, staves, and fire-wood, pay, always, ½ of 1 per cent. on the Lubeck market prices.

Articles which pay an ad-valorem duty, if their value does not amount to 25 marcs ($7), are free; from 25 to 75 marcs ($7 to $21), the duty is levied on 50 marcs ($14); from 75 to 125 marcs ($21 to $35), the duty is levied on 100 marcs ($28), and so on.

None but citizens, or their agents, have the privilege of clearing goods in the custom-house. American vessels, however, are exempted from this regulation.

SWITZERLAND.

SWITZERLAND.

THIS republic, situated in central Europe, contains a population of 2,390,116, and embraces an area of 15,261 square miles. Politically, it is divided into twenty-two cantons, as follows:

Cantons.	Square miles.	Population.	Cantons.	Square miles.	Population.
Appenzel	153	54,869	Schwytz	339	44,159
Aargau	503	199,720	Soleure	255	69,613
Basel	185	73,385	Ticino	1,037	117,397
Berne	2,567	457,921	Thurgau	270	88,819
Freyburg	565	99,805	Unterwalden	263	25,135
St. Gall	749	169,508	Uri	422	14,500
Glarus	280	30,197	Valais	1,665	81,527
Geneva	91	63,932	Vaud	1,185	199,453
Grisons	2,975	89,840	Zug	85	17,456
Lucerne	588	132,789	Zurich	687	250,134
Neufchatel	281	70,679			
Schaffhausen	116	35,278	Total	15,261	2,390,116

The history of Switzerland prior to the successful and permanent re-establishment of the republic, in 1848, abounds with interesting and instructive incidents, which might well justify a digression from the exclusively commercial purpose of these Digests, did their design permit even an exceptional variation.

The commercial relations between the United States and Switzerland are regulated by treaty, exchanged November 8th, and proclaimed November 9th, 1855. Article 1 places citizens of either country residing in the other upon a footing of equality with native citizens, subject to the constitutional and legal provisions, as well federal as state and cantonal, of the contracting parties. Article 7 provides for the appointment and powers of consuls and vice-consuls in the large cities and important commercial places, in the countries of the contracting parties, respectively. Article 8 provides that in all that relates to the importation, exportation, and transit of their respective products, the United States of America and the Swiss confederation shall treat each other, reciprocally, as the most favored nation: thus, neither of the contracting parties shall impose any higher or other duties upon the importation, exportation, or transit of the natural or industrial products of the other, than are or shall be payable upon the like articles, being the produce of any other country, not embraced within its present limits. Article 10 provides that neither of the contracting parties shall grant any favor in commerce to any nation, union of nations, state, or society, which shall not immediately be enjoyed by the other party. Article 11 provides that each country shall be at liberty to determine the manner of establishing the origin of its own products destined to enter the country of the other, should differential duties be established by either on the products of any nation. Article 12 pro-

vides that the territories and ports of each country shall be open to the admission of articles from the other; such articles, when imported into the United States under the national flag, or under that of one of the nations most favored by them, shall pay the same duties as the merchandise of such nation; under any other flag, it shall be treated as the merchandise of the country to which the vessel belongs.

The remaining articles relate to the extradition of criminals.

A more moderate tariff than that now levied in Switzerland upon our principal staples could not be desired. For instance—

Grain of every kind pays a duty of only 3 cents	per 110¼ lbs.
Rice, 3 cents	"
Salted provisions, 65 cents	"
Lard, 65 cents	"
Dried vegetables, 3 cents	"
Whale oil, 6 cents	"
Whalebone, 65 cents	"
Tobacco, 65 cents	"
Wool, raw or combed, 6 cents	"
Pot and pearl ashes, 6 cents	"
Rosin, 6 cents	"
Tallow, 6 cents	"

By a provision of the Swiss constitution of 1848, raw materials required for manufactures, as well as for the necessaries of life, are to be admitted at the lowest possible rate of duty, while the highest import tax they can bear is to be levied upon articles of luxury. In all the other governments of Europe, if we except the Hanse-towns, tobacco is considered as an article of luxury; and it might be added, in behalf of France and England, as an article of convenience, also, for raising revenue. In these countries it is, consequently, subjected—in the former to the arbitrary exactions of the *regie*,(*a*) and in the latter to such duties as are almost equivalent to a prohibition. In Switzerland, however, whatever may be the light in which they view tobacco, whether as an article of luxury or of necessity, it is treated as an article of *trade*, and admitted at a rate of duty less for 110¼ lbs. than Great Britain charges on the single pound. The effect of this liberal treatment of one of our leading staples is seen in the disproportional quantities, relatively to population, which are sent to these different countries. For example: France, with a population of 36,000,000, received an annual average of 15,000,000 lbs. of American tobacco during a period of three years (1851, 1852, and 1853), which gives about one-third of a pound to each person. Great Britain, with a population of 27,000,000, received an annual average, the same period, of 25,000,000 lbs., or nearly one pound per head; while Switzerland, with a population of 2,400,000, received more than 7,000,000 lbs., or some three pounds for each person.

The manufactures of Switzerland are the chief basis of its trade with foreign countries. As early as the 14th century, Zurich became the great emporium and market for Italian products and industry; and Schwytz and Unterwalden, which, with Zurich, constituted the three original cantons, were, at that period, famed for their ingenious and industrious habits. The principal seats of Swiss manufactures, at the present day, are:

The canton of Neufchatel for printed cottons, lace, jewelry, clocks, watches, and various minor articles. Wine and cheese are also produced in this canton. Geneva for watches,(*b*) clocks, jewelry, musical boxes, enamelled articles, philosophical instruments, tools, cutlery, fire-arms, &c. Zurich, Aargau, and Thurgau chiefly for cotton and silk manufactures, woolen goods, straw platting, linens, and various minor articles. St. Gall and part of Appenzel for linens, muslins,

(*a*) For an explanation of this term, see Digest of France, p. 128.

(*b*) It is estimated that from Geneva alone, 240,000 watches are annually shipped, *via* Havre, to the United States.

cambrics, embroidery, tambouring, &c. Basel chiefly for silk-ribbons, having upwards of 4,000 looms employed in their manufacture.

The raw materials for these manufactures are greatly enhanced in price by the expense of carriage (*transit*); and bread, flour, and other articles of food, cost higher than in most other countries of Europe.

The restrictions on transit, through France and other adjacent countries, are a heavy drawback upon the industry of Switzerland; but the proverbial frugality of the people, and the low price of labor, together with the admitted superiority of most of their manufactures over those of England and France, enable them to compete successfully with those countries in foreign markets.

The frontier territory of Switzerland is divided into six departments for the collection of duties. The 1st department, the custom-house of which is located at Basel, comprises the frontier line of the cantons of Berne, Soleure, the city and district of Basel, and Aargau. The 2d department, the custom-house of which is at Schaffhausen, comprises the frontier line of the cantons of Zurich, Schaffhausen, and Thurgau. The 3d department, the custom-house of which is at Coire, comprises the frontier line of the cantons of St. Gall and Grisons. The 4th department, the custom-house of which is at Lugano, comprises the frontier line of Ticino. The 5th department, the custom-house of which is at Lausanne, comprises the frontier lines of the cantons of Valais, Vaud, and Neufchatel. The 6th department, the custom-house of which is at Geneva, comprises the frontier line of the cantons of Valais and Geneva.

Merchandise subject to duty can be imported and exported only at the custom-houses legally established. To this regulation no exceptions are admitted without special authority. Merchandise not destined for transit or entrepot, may be imported or exported through the principal or the accessory custom-houses. Merchandise, on the other hand, destined for transit or entrepot, must pass, on entrance or clearance, through a principal custom-house.

The proper officer of the custom-house inspects each package of merchandise, which may be separately opened, if necessary. If found conformable to the declaration, it is restored to the custody of the person having it in charge, with the proper verification, free of expense.

Merchandise destined for transit must pay import duties, or give security in double the amount, conditioned that the duties shall be paid at the custom-house from which it is cleared.

The commerce of all nations enjoys equal privileges in Switzerland, but the federal council is empowered to adopt immediate measures, in case the commerce of Switzerland is subjected to any extraordinary restrictions in other countries; notifying, however, such measures to the next succeeding federal assembly.

Consumption duties are levied in 18 cantons; but as they apply to only two articles—namely, wines, and alcoholic liquors, neither of which the United States exports to that country—it is deemed needless to specify them. The suppression of these duties, however, affecting, as they do, one of the staples of France, might be compensated by a melioration in the laws applicable to the transitage of Swiss manufactures across the territories of France—a result which would prove highly advantageous to the commercial relations between the United States and Switzerland.

COMMERCE OF SWITZERLAND.

The value of the general commerce of Switzerland, as shown in French official publications, was thus distributed in 1840:

1st. Commerce with the Zollverein:

Special commerce.—Imports and exports	107,000,000	francs.
Transit	55,000,000	"
Total	162,000,000	"

2d. Commerce with France:

Special commerce.—Imports and exports	55,000,000	francs.
Transit	106,000,000	"
Total	161,000,000	"

Total commerce of both countries with Switzerland, 323,000,000 francs, or $60,078,000.

3d. Commerce of Austria with Switzerland:

General commerce.—Imports and exports	52,000,000	francs.
Transit	57,000,000	"
Total	109,000,000	"

4th. Commerce of Sardinia with Switzerland ..... 28,000,000 francs.

The whole foreign commerce of Switzerland during the year 1840 amounted to about 460,000,000 francs, or $85,560,000.

From the preceding summary, it appears that the general commerce of Switzerland was, at the period stated, equal to that of Belgium, about one-third of that of the Zollverein, about one-half of that of Austria, and about one-fifth of that of France.

A comparison of the population of Switzerland (less than two and a half millons) with that of any or all of the countries above named, will at once exhibit the extraordinary progress and prosperity of this flourishing republic.

Several causes have combined to develop and promote the industrial and commercial prosperity of Switzerland. In a mountainous country, covered with snow during six or eight months in the year, the inhabitants have recourse to in-door labor as a matter of necessity. Besides, their position, in the centre of Europe, surrounded on all sides by manufacturing communities, stimulates their emulation, encouraged as it is by the facilities which the adjacent markets afford for the supply of raw materials. The people, at once agriculturists and artisans, and naturally industrious, find ample scope for constant and profitable employment in these two occupations, and are thus enabled to live on moderate wages. These causes have contributed to the most remarkable development of industrial pursuits, especially in the northern and western cantons. Without dwelling upon minute details in regard to the different branches of manufactures into which this mechanical industry has entered, the extraordinary success of cotton manufactures in Switzerland will be briefly considered, as necessarily bearing upon the consumption of one of the leading staples of the United States. There is, moreover, no branch of industry which more forcibly illustrates the energy and mechanical genius of the Swiss than their cotton manufactures.

In 1830 the republic had in operation 400,000 spindles; in 1840, 750,000; and in 1850, 950,000; the number having more than doubled in twenty years. The cotton-spinning factories in the year last named were 200, estimated to produce annually from 18,000,000 to 20,000,000 lbs. of yarn.

This progress in cotton manufactures is the more surprising, because of the heavy expense with which the raw material is burdened by transit-tolls before it can reach the territory of Switzerland. The quantity passed in transit from Havre for Switzerland in 1833 and 1834 was nearly 6,000,000 lbs.; in 1843 it reached nearly 17,000,000 lbs., and constituted four-fifths of all consumed during that year in Switzerland. The entire receipt of cotton that year is put down at 22,000,000 lbs.

The following table exhibits the total quantity of raw cotton which passed through Havre in transit for Switzerland during a period embracing thirteen years:

Years.	Kilogrammes.(a)	Years.	Kilogrammes.
1833	2,638,000	1840	4,912,000
1834	4,296,000	1841	7,367,000
1835	4,362,000	1842	9,836,000
1836	6,486,000	1843	7,622,000
1837	5,493,000	1844	7,440,000
1838	7,120,000	1845	9,431,000
1839	4,475,000		

In 1851 the importation of cotton into Switzerland amounted to 27,035,725 lbs., of which 13,729,320 lbs. were from the United States. According to the "Tableau Général" of France, for the years designated, Switzerland received cotton, in pounds, as follows, in 1851, 1852, and 1853:

	1851.	1852.	1853.
Through France	15,816,751	15,815,473	14,978,257
Of which from the United States	15,812,161	15,765,556	14,879,331
From other places	4,590	49,917	98,926

A severe restriction on the importation of cotton, and also of tobacco, to Switzerland, as well as on the reception by the United States of Swiss wares and manufactures in return, is, as already intimated, the vexatious and expensive transitage, especially through France. The oppression of this burden may be inferred from the fact, that the annual average aggregate value of merchandise on which transit-tolls are paid, proceeding from Switzerland, was in 1853 nearly $30,000,000; and the value of that proceeding to that republic more than half as much.

Switzerland sent, in transitu, to France, cotton tissues to the value of nearly $3,000,000 in 1852, and to the value of nearly $4,000,000 in 1853. By the French tariff, such fabrics are excluded from France for consumption. Since 1845, Switzerland, it is stated officially, has quite superseded, in the markets of Germany and Austria, the yarns of Great Britain.

The following statement shows the quantities of cotton received by Switzerland from the United States, and of cotton stuffs sent to the United States from Switzerland, made up from Swiss official sources:

Cotton from the United States to Switzerland.—1850	.....	15,942,740 lbs.
" " " 1851	.....	13,729,320 "
" " " 1852	.....	19,065,200 "
" " " 1853	.....	18,441,830 "
Cotton stuffs from Switzerland to the United States.—1850	.....	3,226,300 lbs.
" " " 1851	.....	3,509,660 "
" " " 1852	.....	4,077,920 "
" " " 1853	.....	5,265,150 "

In 1855 Switzerland returned to the United States, in exchange for raw cotton, the same article manufactured, to the value of $212,700.

(a) The kilogramme equals 2.20 lbs.

In this branch of industry Switzerland is said to compete successfully with France. Her chintzes, and also her embroidered mousselines, are superior to those of Alsace; and if the French markets are closed against their admission, under the operation of restrictive tariffs, they find an ample outlet in the Levant, or across the Austrian territory, by the Danube. They also find markets in North and South America, the Barbary states, the East and the West Indies, in the fairs and markets of central Germany, as well as in the entrepots of the Hanse-towns.

The manufacture of tobacco in Switzerland is stated to employ 4,000 persons, and to produce about 9,000,000 pounds, valued at $1,116,000. There is imported of the article, annually, into Switzerland, and produced in the country, as follows:

Imported	7,031,502 lbs.	: Value	$436,728
Produced	800,000 "	: Do.	24,626
Total	7,831,502	Do.	461,354(a)

Of this, there is consumed in Switzerland 6,740,502 lbs., of the value of $558,000; leaving for exportation 1,091,000 lbs.: and if to the value which this latter amount represents to the manufacturer, be added wages of hands, and other expenses of manufacturing, it is estimated that the raw tobacco costs the Swiss manufacturer about 6 cents per pound, while he expects to realize from the sale of the manufactured article about 72½ cents per pound.

Statement showing the quantities of raw tobacco imported into Switzerland during a series of years.

1847	2,696,712 pounds.
1848	3,370,894 "
1849	5,428,159 "
1851	7,284,957 "
1852	7,166,912 "

The following summary of the value of the general foreign commerce of Switzerland, during the years 1851 and 1852, is compiled from the annual publication of the federal government of Switzerland:

Merchandise imported by weight, in federal quintals of 110¼ pounds each:

In 1851	8,543,506 quintals.
1852	9,203,477 "

Merchandise imported at ad-valorem duties:

In 1851	$20,538
1852	31,680

Merchandise cleared by weight, as above:

In 1851	1,208,657 quintals.
1852	1,273,417 "

By value, as above:

In 1851	$449,189
1852	734,414

Besides the above, large numbers of cattle entered and cleared, which are charged per head, and are not included in the foregoing returns.

(a) The figures indicate the relative qualities of imported and domestic tobacco. Thus: imported 6½ cents per pound; domestic 3 cents per pound.

Of the imports, raw cotton figured as follows:

1852	27,035,725	pounds.
1851	18,264,898	"
Showing an increase for 1852 over 1851 of	8,770,827	"

Tobacco imported into Switzerland during the same years:

1852	7,166,911	pounds.
1851	7,284,957	"
Showing a decrease in 1852, when compared with 1851, of	118,046	"

As the bulk of American products reach Switzerland *via* Havre, the following table is subjoined, exhibiting the transit trade between France and Switzerland during a period of eight years, ending with 1853:

Years.	From Switzerland.	To Switzerland.
1846	$13,764,000	$10,416,000
1847	14,880,000	9,300,000
1848	16,182,000	9,114,000
1849	18,600,000	10,602,000
1850	18,414,000	8,928,000
1851	18,225,000	8,928,000
1852	18,786,000	11,346,000
1853	26,598,000	10,788,000

It may be inferred from the above statement that the chief obstacle to trade between the United States and Switzerland is found in the restrictions of transitage, especially over the territories of France. If Swiss manufacturers could have their goods destined for the United States finally examined and sealed (*plombé*) at the first French frontier custom-house, then to pass on to their final destination, under the protection of that seal, unopened, and consequently exempt from the re-examination and repacking which they undergo at each post, it is believed that the trade with the United States would all pass through Havre, instead of seeking, as is the case at present, the more circuitous and expensive routes *via* Liverpool and other ports. Such a change in the French transit regulations would result, also, in an annual augmentation in the general exchanges between the United States and Switzerland.

Commercial returns from Switzerland are necessarily imperfect, owing to the difficulty in procuring requisite statistics from the various ports through which Swiss merchandise reaches the United States. The exports which passed through the consular district of Basel during the last six months of 1854, for the United States, amounted to $728,689 35. The total value of merchandise that passed through the consulate at Zurich for the United States, was:

In 1853	$3,800,628
1854	4,496,072

The following statement shows the values of the goods, wares, and merchandise sent from Switzerland to the United States, covered by invoices authenticated at the consulate of Basel, for the six months ending July 1st, 1855:

Silk goods	$386,856 09
Watches and jewelry	89,067 62
Cotton	24,272 17
Straw	11,706 17

Medicines	$3,696 20
Cheese and spirits	3,161 26
Silk and woolen	12,361 95
Paper hangings	2,980 56
Leather	338 25
Mathematical instruments	353 67
Cloth	684 50
Machinery	81 40
Wooden ware	23 06
Cutlery	31 43
Total	537,614 53

The following table exhibits the value of imports, the produce and manufacture of Switzerland, into the United States, during the years ending June, 1853, and 1855; to which is added a statement showing the ports from which said imports were cleared, with the amounts for each; made up from United States official authorities:

Statement exhibiting the value of principal imports, the produce and manufacture of Switzerland, included in the importations from the Hanse-towns, Holland, Belgium, France, and England, during the years ending the 30th of June, 1853, and the 30th June, 1855.

1853.		1855.	
Description of merchandise.	Values.	Description of merchandise.	Values.
Manufactures of wool	$15,932	Manufactures of wool	$69,526
cotton	323,632	cotton	212,700
silk, &c	3,801,836	silk, &c	4,346,534
flax, linens, &c	3,352	iron and steel	28,426
iron and steel	19,062	brass	1,959
brass	326	gold and silver	14,510
gold and silver	16,449	glass	----------
glass	157	paper, &c	1,354
paper, &c	72	wood	1,300
wood	2,704	Watches	2,573,416
Watches	1,035,714	Watch crystals	23,650
Watch crystals	3,961	Watch-makers' tools	140
Wearing apparel	5,344	Wearing apparel	5,940
Books, printed and other	1,352	Books, &c	173
Buttons	445	Buttons	----------
Cheese	3,225	Cheese	5,702
Clocks	842	Clocks	408
Drugs and medicines	91	Drugs, &c	1,669
Hats and bonnets of straw, &c.	351,949	Straw hats, &c	149,853
Mathematical instruments	1,324	Mathematical instruments	984
Musical boxes	3,916	Musical boxes	7,732
Optical instruments	214	Optical instruments	----------
Cordials	1,085	Cordials	----------
		Argol	5,857
Total value of all imports	5,592,984	Total value of all imports	7,778,132

Summary statement exhibiting the values of the principal imports, the produce and manufacture of Switzerland, during the years ending June 30, 1853, *and June* 30, 1855, *the details of which appear in the preceding statement, with the ports whence cleared.*

Years.	VIA THE PORTS OF—						Total.
	Hamburg.	Bremen.	Holland.	Belgium.	France.	England.	
1853	$931	$793,342	$995	$10,015	$2,637,377	$2,150,324	$5,592,984
1855	3,152	569,168	9,542	----------	3,791,004	3,405,266	7,778,132

Imports from the United States into Switzerland are made, for the most part, through the customs frontiers of Berne, Soleure, Basel, and Aargau, bordering on France and the southern part of Germany. Swiss statistics, especially such as relate to commerce, are so far behind those of other European governments, owing mainly to the geographical position of Switzerland, that an approximation only to fixed facts is attempted in the following tables, designed to illustrate the preceding summary of the trade between the two countries.

Statement of the commerce of the United States with Switzerland for the years specified, embracing the amounts of the principal imports and exports, respectively.

[Made up from the Swiss official custom-house reports.]

IMPORTATION.

Denomination of merchandise.	1850.	1851.	1852.	1853.
	Centners. (*a*)	*Centners.*	*Centners.*	*Centners.*
Cotton	147,934.8	124,812.4	173,320	167,653
Dye-stuffs, wood, berries, roots, and herbs	25,913.6	24,393.2	14,464	16,294
Grains and vegetables	349,126.4	442,543.9	725,355	576,108
Fish-oil	2,812.9	3,060.4	3,090.6	3,140
Flour	56,796.2	141,530.3	172,323	107,023
Furs	100.6	127.1	137	58.9
Hops	590.3	564.8	648	618
Lard and tallow	4,881	3,958.1	4,553	2,341
Potash	1,196.1	1,227.6	791	995
Tobacco leaf	31,408.8	46,218.5	49,864	51,467
Manufactured cigars	2,643	3,405.8	3,699.8	4,802
Tar, rosin, and pitch	1,958.6	1,401 2	899	897
Turpentine and oil	1,563.5	2,921	2,246	2,152
EXPORTATION.				
Cotton stuffs	29,330	31,906	37,072	47,865
Cheese	25,239	31,854	36,396	37,866
Silk stuffs	19,747	20,767	26,674	28,287
Straw twistings	1,518	2,737	5,080	4,465
Watches, including music-boxes	446.1	551.6	342	467
Wooden manufactures	1,083 3	1,359.5	1,942	1,652

(*a*) The Swiss centner is equivalent to 110¼ lbs.

ITALIAN STATES.

ITALIAN STATES.

ITALY, with its dependent islands, is, by its native geographer, Balbi, distributed into thirteen political divisions, viz: *Swiss Italy*, comprehending the canton of Ticino and portions of the Grisons and Valais; *Austrian Italy*, comprehending the Lombardo-Venetian kingdom; the kingdom of Sardinia; the principality of Monaco; the duchies of Parma, Modena, and Lucca; the grand-duchy of Tuscany; the republic of San Marino; the Papal States; the kingdom of the Two Sicilies; *French Italy*, or the island of Corsica; and *English Italy*, or the Maltese islands.

The following table exhibits the names, area, population, and capitals of the political divisions comprised in the Italian states, exclusive of Austrian, Swiss, French, and English Italy:

States.	Area sq. miles.	Census.	Population.	Capitals.
Kingdom of Sardinia	28,229	1852	5,090,245	Turin
Kingdom of the Two Sicilies	41,906	1854	9,051,747	Naples
Papal States	17,210	1850	3,006,771	Rome
Grand Duchy of Tuscany, (including Lucca, annexed to Tuscany October 11, 1847)	8,586	1855	1,817,466	Florence
Duchy of Parma	2,766	1854	508,784	Parma
Duchy of Modena	2,073	1854	606,139	Modena
Republic of San Marino	22	------	7,600	San Marino
Principality of Monaco	53	------	6,800	Monaco
Total	100,845	------	20,095,552	

In the Digests of Great Britain, France, Austria, and Switzerland, respectively, the commercial regulations, trade, &c., of such of these divisions of Italy as pertain to those countries, have been considered. Notices of the states which remain will now be submitted. Their commerce is, to a great extent, confined to the shores of the Mediterranean, and their exchanges are conducted, for the most part, with Great Britain and France, and neighboring countries; causing them, therefore, to present less of interest to the American merchant or legislator than some other countries which are considered in these Digests.

SARDINIA.

THE whole area of this kingdom, including Piedmont, Savoy, and Genoa, and the island of Sardinia, is estimated at 28,229 square miles, containing a population, in 1852, of over 5,000,000, viz: the continental states 18,994 square miles, population 4,500,000; and the island of Sardinia 9,235 square miles, population 500,000.

The chief staples of this kingdom are raw silk, rice, maize, wheat, chestnuts, wines, olives and olive-oil, figs, oranges, and citrons. In the island of Sardinia the productions are maize, wheat, hemp, silk, beans, and other pulse vegetables. There are several extensive vineyards, though the wines are not in much repute in foreign markets.

Piedmont is considered the most productive part of the continental kingdom, and usually exports its surplus produce for the consumption of Genoa, Nice, and the regions along the coast. Silk is one of the most profitable productions. (*a*) The olive and vine are extensively cultivated; wheat and Indian corn are also grown; the latter of which, mixed with roasted chestnuts, constitutes the chief food of the rural inhabitants.

The minerals of the country are valuable, consisting of iron, copper, lead, manganese, and cobalt; but, owing to bad roads and the lack of capital, they are not worked. The salt-springs and mines of alabaster, marble, and slate, receive the protection of the government, and their products constitute some of the chief exports of Sardinia. The exportation of marble, alone, to the United States, amounts annually, in value, to about $15,000.

The manufactures consist of silks, velvets, and other silk-stuffs, stockings, common linens and woolens, and the product of the tanneries; but, with the exception of silks, few of these manufactures are exported.

The chief ports are Genoa, Spezzia, and Nice, on the continent, and Cagliari, on the island of Sardinia. Genoa is a free port, in which goods may be warehoused or re-exported free of duty. It is the chief outlet of the Mediterranean for the manufactures of Switzerland, Lombardy, and Piedmont.

In 1815 the republic of Genoa was ceded to the King of Sardinia, with the express stipulation that "the free port of Genoa shall be re-established, with the regulations which existed under the ancient government. Every facility shall be given by the king to the transit through his states of merchandise from that free port, under such restrictions as his Majesty shall judge expedient for preventing the said merchandise being illicitly sold or consumed in the interior. It shall be subject only to the usual moderate duty."

The commercial relations of the United States with Sardinia are regulated by treaty. Prior to the ratification of this treaty (November 26, 1838), the commerce of the United States with this kingdom was conducted exclusively under foreign flags. Indeed, until within a recent period, the commercial system of the Sardinian government was directly opposed to the principle of free intercourse. The treaty with the United States guaranties entire reciprocity and perfect equality with the Sardinian flag in the direct and indirect trade. The following are the stipulations of this treaty which relate to commerce:

Perfect reciprocity of commerce and navigation between the two countries, inhabitants of the one enjoying in the other all the privileges of subjects or citizens. Vessels in their respective ports to enjoy the same privileges, and to pay no higher duties or charges than national vessels. All commodities and merchandise, the produce of the soil or industry of the United States, or of any other country, which may be legally imported into Sardinian ports in Sardinian vessels, may also be imported by American vessels, and pay no higher duties. Sardinian vessels to enjoy the same privileges in the ports of the United States. The same principle extended to all exports from either country. The vessels of each country may enter the ports of the other with cargoes from any foreign country whatever. Any duty or restriction imposed on the vessels or merchandise of the one country in the other, to be extended to the vessels or merchandise of all nations. Coasting trade reserved to national vessels. Special favors to any other nation to be enjoyed by the contracting parties respectively. Vessels of either country forced into the ports of the other by stress of weather to be exempted from port charges.

Article 9 stipulates free transit from the port of Genoa across Piedmont, except for salt, gunpowder, and manufactured tobacco.

(*a*) Piedmont and Lombardy produce more raw silk than all the rest of the world together.

Other usual provisions respecting the appointment of consuls, &c., are made; and, in a separate article, his Sardinian Majesty continues the differential duties in favor of Sardinian ships on the importation of wheat, olive-oil, and wine, from the ports of the Black sea, Adriatic, and Mediterranean, as far west as Cape Trafalgar. This separate clause is explained by the fact that the grain, oil, and wine trade, carried on with the ports of the Mediterranean, has always been the chief source of the commercial prosperity of Genoa. On the 12th July, 1850, this differential position was abandoned, and American vessels can now engage in the grain-carrying trade, as well as in all other kinds of commerce, between Genoa and other ports within the Mediterranean and Black seas, on terms of perfect equality with Genoese vessels. The separate article has, therefore, become a dead letter.

Genoa is the only port in Sardinia much frequented by United States vessels. The port charges are: For pilotage, according to draught; anchorage, 30 centimes(*a*) per ton; quarantine dues, 3 centimes per ton each day; board of health fees, 40 centimes per ton; measurement charges, according to size of vessel.

The shipping frequenting the port of Cagliari, on the island of Sardinia, has considerably increased during the past ten years. This is owing to the shelter and refuge it affords in stormy weather, and to the facilities it offers for obtaining all necessary supplies.

This may be seen from the following statement, showing the number and tonnage of vessels of all nations that have visited this port since 1845:

Years.	No. of vessels.	Tonnage.	Years.	No. of vessels.	Tonnage.
1846	472	22,593	1851	540	56,949
1847	434	48,545	1852	567	61,489
1848	462	54,393	1853	639	88,785
1849	601	71,959	1854	803	96,439
1850	497	59,852			

The chief articles of American produce consumed in Sardinia are cotton and tobacco. The former is free, and on the latter the duty is "*reserved*," it being a government monopoly. Whalebone, refined sugar, rum, paints, and other minor articles, are also exported from the United States to Sardinia, but to no considerable amount.

The following table exhibits the quantity and value of cotton and tobacco exported from the United States to Sardinia from 1850 to 1855, both years inclusive:

Years.	Cotton.	Values.	Tobacco.	Values.
	Pounds.		*Hhds.*	
1850	1,566,720	$152,910	107	$9,298
1851	2,136,100	251,838	8	818
1852	5,568,823	416,982	3,414	341,170
1853	1,629,025	156,422	192	21,900
1854	1,645,372	147,462	55	10,500
1855	14,777,765	1,288,387	3,311	383,245

Imports into the United States from Sardinia consist chiefly of flax, olive-oil, rags, silk, piece-goods, red wines, wool (unmanufactured), marble, and manufactures of wool. Marble is the most valuable article received, amounting annually to upwards of $30,000.

(*a*) 100 centimes are equivalent to 18.6 cents.

The following summary presents a general view of the foreign commerce of Sardinia:

1850.—Imports	111,870,000	francs
Exports	93,866,000	"
Total foreign trade in 1850	205,736,000	"
1851.—Imports	129,790,000	francs.
Exports	73,133,000	"
Total foreign trade in 1851	202,923,000	"

Navigation in 1850.—Vessels,	2,420:	Tonnage	277,717	tons.
"	1851.	"	2,598	"	296,280	"
"	1852.	"	3,250	"	368,460	"

Of these, there were under the American flag:

In 1850.—Vessels	27:	Tonnage	6,176	tons.
1851.	"	19	"	7,577	"
1852.	"	38	"	10,024	"

The trade of the kingdom in 1853 amounted in value to 333,942,000 francs ($63,448,980) imports; and 220,630,000 francs ($41,919,700) exports. In 1852 the direct trade between the United States and Sardinia amounted to 7,725,362 francs ($1,477,818 78). In 1853 it reached as high as 13,891,561 francs ($2,639,396), showing an increase of nearly 100 per cent.

The entire trade, compared with that of 1852, shows an increase of 21,500,000 francs on imports, and of 5,500,000 francs on exports. The imports comprise, in values, (in round numbers,) as follows: Cotton, 34,000,000 francs; colonial or trans-Atlantic produce, 25,000,000; corn, 22,000,000; silks, 20,000,000; woolens 18,000,000, &c. The exports comprise: Silks, 43,000,000 francs; wine and oil, 10,000,000 francs; rice, 8,000,000; cattle, 4,000,000, &c.

The countries with which Piedmont carries on the largest trade are as follows:

France	Imports	48,000,000	francs;	Exports	40,000,000	francs.
England	"	39,000,000	"	"	3,500,000	"
Switzerland	"	14,500,000	"	"	13,000,000	"
Austria	"	10,000,000	"	"	16,000,000	"
Russia (imports chiefly corn)	"	17,000,000	"	"	163,000	"
United States	"	13,000,000	"	"	531,000	"

The customs' revenue amounted, in 1853, to $3,464,472.

Sardinian official returns show an importation of raw cotton, direct from the United States, for 1853, of about $2,000,000 in value; and it is supposed that, while, of the remainder, some undoubtedly came from Algeria, the greater part came indirectly from the United States, through England, Holland, &c. If, however, these Sardinian returns are compared with those prepared by the United States Treasury Department, it will appear that the direct importation of cotton from the United States must be, as it unquestionably is, largely over-estimated; while the indirect importation from English, Dutch, and other European ports, is much below the actual quantities given. Thus, the value of cotton exported from the United States to Sardinia in 1853, as per U. S. Report on Commerce and Navigation, was only $156,422, and in 1852, $416,982; making, for both years, the sum of $573,404, or a little more than one-fourth of the value given in the Sardinian returns for 1853 alone. The following summary presents as accurate a statement of the cotton trade of Sardinia as can be derived from a comparison of the official reports of the European countries whence cotton is re-exported, and of the United States, with the official returns of the Sardinian government. The countries given are not the only, but the principal countries, whence Sardinia imports cotton:

Pounds of cotton imported into Sardinia the four years ending 1854, *from the countries designated.*

Years.(a)	Great Britain.	France.	United States.	Total.
1851	2,742,320	No data.	2,136,100	4,878,420
1852	2,238,208	3,497,389	5,568,823	11,304,420
1853	3,860,864	1,489,329	1,629,025	6,979,218
1854	3,821,328	1,107,841	1,645,372	6,574,541
Average	3,165,680	(b)2,031,519	2,744,830	7,434,150

An examination of Sardinian official authorities will show that there is imported, annually, into that country, an average of about four or five million pounds of cotton from the United States, and about the same quantity from England and France; facts which will appear entirely consistent with the preceding table, from the following official statement derived from French authorities:

Statement showing the quantities (in pounds) of cotton which passed in transit through France, with the countries whence it came, respectively, for a period of three years, from 1852 *to* 1854, *both inclusive.*

Years.	Countries whence.	Quantities.
1852	United States	11,386,028
	England	2,825,168
	Egypt	2,306,538
	Elsewhere	599,218
	Aggregate	17,116,952
1853	United States	10,800,738
	England	1,712,684
	Egypt	4,100,337
	Elsewhere	207,400
	Aggregate	16,821,159
1854	United States	10,403,608
	England	3,155,337
	Egypt	1,990,687
	Elsewhere	870,059
	Aggregate	16,419,691

The whole of the cotton represented by the above figures was destined for Switzerland, Sardinia, the Zollverein, and, in small quantities, for other points.

There seems no sufficient reason why American vessels should not convey the whole quantity of cotton required by Sardinia directly to Genoa, as well as for English or French vessels to carry

(a) The commercial year of Great Britain and France corresponds with the calendar; that of the United States ends June 30.

(b) Average for three years.

thither a portion of American cargoes landed at Liverpool or Havre. A similar remark is applicable to the other ports of Italy, and to those of Austria on the Adriatic; and the enterprise of establishing lines of ocean steamers between ports of the United States and those of the Mediterranean will, if successful, tend greatly to encourage, if not to secure, such direct importation.

The railroad facilities afforded at the port of Genoa for the transmission of merchandise to the interior of Italy, Switzerland, &c., have already produced a marked effect on the cotton trade of that port. It has been shown that the total quantity of cotton exported from the United States to Sardinia was, in 1851, 2,136,000 lbs.; in 1852, 5,568,823 lbs.; in 1853, 1,629,025 lbs.; in 1854, 1,645,372 lbs. In 1855, the exportation reached 14,777,765 lbs., of which the port of Genoa received 10,035,600 lbs.; and an official document received at the State Department from Genoa, after this report had gone to the printer, gives the quantity received at this port from the United States, in American vessels alone, the first six months of 1856, at 12,164,000 lbs.

The following table exhibits the commercial movements between the United States and Sardinia during eleven consecutive years:

Comparative statement of the commerce of the United States with Sardinia, exhibiting the value of exports to and imports from each country, and the tonnage of American and Sardinian vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$162,827	$32,970	$195,797	$19,859	1,134	4,332	1,104	1,411
1846	283,283	976	284,259	----------	454	9,865	1,468	1,191
1847	630,232	16,870	647,102	287	1,908	10,235	1,472	3,313
1848	175,583	18,389	193,972	----------	399	9,162	2,235	1,988
1849	460,950	21,414	482,364	42,538	2,152	12,397	4,196	4,843
1850	170,764	86,136	256,900	205	1,833	7,791	7,399	6,300
1851	310,888	19,401	330,289	2,802	168	6,741	6,204	8,479
1852	769,209	42,286	811,495	74,901	821	13,443	6,136	6,669
1853	195,380	27,926	423,306	171,583	400	11,821	4,656	7,018
1854	188,305	2,020	190,325	85,676	590	10,688	2,198	2,246
1855	1,838,186	143,844	1,982,030	217,232	1,870	16,754	5,873	4,597

TUSCANY.

The grand duchy of Tuscany comprises an area of 8,586 square miles, and contained, in 1854, a population of 1,815,686 inhabitants. Its chief port is Leghorn, situated on the Mediterranean, and possessing extensive artificial facilities for commercial enterprise; indeed, the harbor is entirely artificial. Strictly speaking, Tuscany is an agricultural country—the valley of the Arno being generally considered the most fertile in Europe. The system of culture is, however, imperfect; and the consequence is, that the grain raised is insufficient for home consumption.

Tuscany has long been celebrated for its mineral productions. Iron abounds in the island of Elba; copper, argentiferous lead, sulphur, mercury, alum, coal, marble, and alabaster are

found in different parts of the grand duchy, and borax is supplied in great abundance from the borax lagoons of Volterra.

The manufactures of Tuscany are in a highly flourishing condition. These consist of straw-platting and the manufacture of straw hats, and manufactures of silk; the principal seat of this latter branch of industry being at Florence, in which city alone there are upwards of 4,000 looms. There are, also, manufactures of wool, especially of woolen cloths and carpets; manufactures of linen, of paper, alabaster, marble, porcelain, hardwares, and of metal. The internal taxes, levied on every branch of productive industry throughout the Tuscan territories, have long fettered the commercial activity of the country. Furniture, machinery, books, live-stock—in fact, every article in daily use, has to bear enormous duties. Every walled city has its own system of taxation, so that the manufactures of one town are burdened with oppressive duties (*octroi*) before they can be admitted for sale into another.

Such a system necessarily results injuriously to the commercial enterprise of Tuscany; and its effects are perceptible in the stagnant condition of the foreign commerce of that country.

The chief exports of Tuscany are olive-oil, hides, straw hats, borax, rags, wool, hemp, pot-ash, coral, marble, tallow, cork, building-timber, and paper; and the chief imports, colonial produce, salt fish, and British, German, Swiss, and French manufactures.

The usual exports of the United States to Tuscany are naval stores: value thereof in 1854, $3,073, and in 1855, $2,930; spirits from molasses: value in 1854, $6,958, and in 1855, $42,238; manufactures not enumerated, to the amount of between $2,000 and $3,000. In 1855, the exports of cotton from the United States to Tuscany amounted, in value, to $4,804, and of tobacco, to $171,621.

The imports of the United States from Tuscany are chiefly silk, piece goods, olive-oil, almonds, figs, soap, small quantities of opium, and rags; this latter article averaging annually some six million pounds.

There is no commercial treaty between the United States and Tuscany; but American vessels enjoy perfect equality, as respects navigation and import duties, with the Tuscan flag—similar privileges having been granted to the Tuscan flag in the ports of the United States, per President's proclamation, September 1, 1836.

The general foreign trade of Leghorn in 1851 amounted in value to—

Imports	$14,442,900
Exports	10,308,120
Total	24,751,020

This is a falling off from the general trade of the preceding year of $933,720. This diminution in the foreign trade of Leghorn, which is every year becoming more and more perceptible, is accounted for by the fact that a large portion of the extensive trade with Lombardy, Parma, Modena, and the Pontifical states, heretofore the principal source of the commercial prosperity of this port, has passed from Leghorn, and is now carried on through the ports of Genoa, Trieste, and Ancona. Besides, the port of Leghorn has of late years been much neglected, and offers neither inducements nor proper facilities to foreign flags. Ships of heavy draught cannot enter the harbor, especially if laden; and there are no suitable warehouses, not even for the marble of Carrara, one of the leading exports to the United States. To these causes of the decline of the trade of Leghorn is to be added a tax of 3 francs 36 centimes for every person who goes ashore, should he remain but an hour.

The merchant marine of Tuscany in 1851 comprised 700 vessels, measuring 27,000 tons—averaging less than 40 tons to the vessel.

In 1849 there entered the port of Leghorn 1,282 vessels (exclusive of 457 steamers), of which 26 were American; and there cleared 1,139 (exclusive of 454 steamers), of which 24 were American. In 1851 the arrivals were 3,418 vessels, of which 23 were American.

Comparative statement of the commerce between the United States and Tuscany, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	----------	----------	----------	----------	---------	---------	---------	---------
1846	----------	----------	----------	----------	3,387	343	1,412	255
1847	----------	----------	----------	----------	5,415	1,956	500	375
1848	$5,197	----------	$5,197	----------	5,323	2,558	1,636	---------
1849	30,076	----------	30,076	----------	7,599	1,586	3,364	666
1850	45,664	$23,468	69,132	----------	6,701	2,537	7,871	960
1851	----------	----------	----------	----------	5,210	1,513	4,710	485
1852	17,697	----------	17,697	$210,589	11,098	1,302	4,159	235
1853	15,173	22,640	37,813	856,617	16,596	2,192	1,226	224
1854	11,735	37,032	48,767	1,152,717	12,466	2,386	4,819	387
1855	226,917	42,669	269,586	1,709,504	16,819	2,898	7,012	237

QUARANTINE.

The quarantine regulations of Leghorn are the most rigorous of any other port in the Mediterranean. Ships approaching Leghorn are visited by two guards sent from the health office, one of whom always acts as pilot. The most recent authority in the possession of the Department on this subject, thus sums up the quarantine regulations of this port, so far as they relate to vessels arriving from American ports:

Days of quarantine.—According to cases of suspicion for arrivals from America.

Clean bills—Days of observation.—First division: from the equator to the tropic of Cancer; from 1st December to February, inclusive, seven days; from 1st March to November, inclusive, ten days; vessels of war two days less than merchant vessels.

Second division: From the tropic of Cancer to Charleston, inclusively, and from the equator to all South America, five days, from 1st December to February, inclusive; seven days from 1st March to November, inclusive.

Third division: From the United States, between Charleston and Canada.

Doubtful bills of health—Days of quarantine.—Lazaretto of St. Roch, all seasons, and wherever from, from 1st December to February, inclusive, eighteen days; from 1st March to November, inclusive, eighteen days. Vessels of war, ten days. Without susceptible commodities, rigid, fourteen days from 1st December to February, inclusive; eighteen days from 1st March to November, inclusive.

Foul bills of health—Days of quarantine.—Lazaretto of St. Roch, all seasons, and wherever from, twenty-five days; without susceptible commodities, from 1st December to February, inclusive, eighteen days; from 1st March to November, inclusive, twenty-five days; susceptible commodities, days not given, but time supposed to be arbitrary and dependent on the continuance of suspicious circumstances.

These regulations are still more rigid when vessels arrive from countries in which the plague has been known to exist. These include the Turkish Levant, Egypt, and Barbary.

When vessels are subjected to a long quarantine, three medical visits are generally made; and when merely under inspection, two. In extraordinary cases a guard-boat is stationed near the vessel, and paid for at the rate of 64 cents per day.

In all cases of assistance from sanitary officers, the commandant of the port determines the amount of compensation. The vessels of all nations, whether Tuscan or foreign, pay the same quarantine dues. These dues are for each sanitary visit 80 cents, and $1 08 for the boat conveying the health officer. For each guard, per day, 58 cents; or 48 cents if food is supplied.

The tonnage duties amount to $11 20 on a square-rigged vessel of 200 tons, with an additional charge of $1 60 for every twenty-five tons over that capacity.

PARMA, MODENA, LUCCA, SAN MARINO, AND MONACO.

Parma embraces an area of 2,766 square miles, containing a population, in 1854, of 508,784 inhabitants. The chief productions are maize, wheat, fruit, tobacco, and silk. The principal manufactures are silk fabrics, iron wares, glass, earthenware, paper, straw hats, and gunpowder. Commercially, Parma possesses but little interest, her importations being exclusively by land, and limited to small quantities of sugar, coffee, and a few articles of luxury, principally of dress and ornament. Her exports are cattle, hogs, sausages, and cheese.

Modena.—This state is of less extent than Parma, and its productions scarcely suffice for the subsistence of the inhabitants. It derives some commercial importance from the marble quarries at Carrara, which seem to be inexhaustible. The trade of both these states being inland, and but poorly supplied with any basis for commercial exchanges, is, of course, very inconsiderable.

Tariff.—By treaty of December 4, 1849, the two states of Parma and Modena adopted the tariff of Austria, and duties are consequently levied at the same rates and in the same manner as those of that empire.

Lucca.—This little state was annexed to Tuscany, October 11, 1847. This took place in virtue of provisions of the Congress of Vienna, when, upon the decease of the Archduchess Maria Louisa, the Duke of Lucca became ruler of Parma. The soil is exceedingly fertile, and the culture of oil and silk is acquiring some importance—the former being generally esteemed the best in Italy, and the latter of fair quality. The imports of Lucca, when an independent state, consisted chiefly of sugar, coffee, spices, wine and spirits, salt fish, hemp, flax, cotton, wool, and various manufactures. Salt and tobacco were government monopolies, and their importation on private account was prohibited. The exports were olive-oil, to an annual value of about $160,000, and fresh fish, of $50,000; the latter sent chiefly to Leghorn from the small port of Viareggio.

In manufacturing industry, Lucca is said to surpass both Parma and Modena. Silk is the most important manufacture; and, next, rank common woolens and cottons, giving employment, in all, it is estimated, to about 6,000 persons, chiefly in the city of Lucca.

San Marino.—Rural industry and the manufacture of silk constitute the chief occupation of this little republic.

Monaco.—This small principality, under the protection of Sardinia, by the treaty of November 20, 1815, enjoys a fine climate, and produces oranges, lemons, and olives in abundance. It has, also, rich pasturages and productive fisheries.

It need only be added respecting these small states, that such articles of their own produce and manufacture, or of the United States, as are interchanged, are so blended with the trade of other countries, that any attempt to specify the quantities or values of each, respectively, would prove abortive, even were the amounts sufficiently large to warrant the effort.

PAPAL STATES.

THIS portion of Italy comprises an area of 17,210 square miles, and contained, in 1850, a population of 3,006,771 inhabitants.

The chief productions of the Papal States are wheat, maize, pulse, hemp, wine, oil, and tobacco. There are numerous mines of iron, lead, sulphur, alum, vitriol, and other volcanic products; but, with the exception of the sulphur mines near Rimini, they are unproductive. The quantity of this article annually manufactured amounts to about 84,000,000 pounds.

The manufactures of the Papal States comprise silks, leather, gloves, paper, musical strings, iron and glass ware, a few cotton goods (at Rome), crape and sausages (at Bologna), and cordage, soap, cream of tartar, and glue. There is no direct trade between the United States and the Papal States—the latter deriving their supplies of cotton, sugar, coffee, cocoa, rum, &c., from the ports of Genoa and Trieste. The foreign commerce of these states is conducted chiefly through the ports of Ancona and Civita Vecchia—the former with the western shores of the Adriatic, and the latter with the Mediterranean ports. The celebrated Roman cement is exported from the port of Civita Vecchia.

In 1850, the foreign trade of Ancona represented $4,464,000, viz: Imports, $2,976,000; exports, $1,488,000.

This trade was distributed between Austria, England, and its dependencies in Europe—these countries appropriating more than three-fourths of the whole.

During the same year, the foreign trade of Civita Vecchia amounted to $3,821,928, viz: imports, $2,929,314; exports, $892,614.

The countries participating in this trade were France, Sardinia, England, Holland, and the Two Sicilies.

The whole foreign commerce of the Papal States, in 1850, amounted to $19,208,680, and in 1851, to $20,454,240.

All foreign vessels are permitted to engage in the coasting trade of the states, on the payment of the following dues: Anchorage, on French, Austrian, and American vessels, 3 bajocchi per ton—about 3 cents. Foreign vessels putting into harbor, either for anchorage or through stress of weather, pay half of the above-named duty.

Clearance duty.—For each vessel of from 1 to 149 tons, 10 bajocchi (10 cents), and for 150 tons and upwards, 20 bajocchi (20 cents). No vessels enjoy an exemption from the custom-house duties on imports and exports. These duties have recently undergone several reductions, applicable chiefly to articles of necessity; on articles of luxury, in which sugar is included, the duties have been proportionably raised. For a scale of such duties, see Comparative Tariffs, Part II—the tariffs of all the Italian states being grouped in one statement.

THE TWO SICILIES.

THE kingdom of the Two Sicilies comprises the ancient realm of Naples, and the island of Sicily. Naples proper embraces an area of 31,350 square miles, and, by the census of 1854, contains a population of 6,843,355 inhabitants. Its productions are of the most valuable and

varied kind; and it only requires good roads to carry the produce of the soil to market, and security and encouragement under the government, to render the Neapolitan dominions among the most profitably productive in Europe. The chief products are corn, wine, olive-oil, cotton, flax, hemp, liquorice-paste, silk, and wool.

The annual crop of wheat is between 50 and 80 million bushels, and the yearly consumption is about 40 million bushels. The annual produce of Indian corn is about 40 million bushels. The yearly production of wine is about 400,000 pipes—the greater part of which is consumed at home. About 13,000 pipes are made into brandy, near Naples; and from 250 to 300 tons of argol and cream of tartar are prepared for foreign markets. About 70,000 tons of olive-oil are expressed yearly, half of which is exported to foreign markets. The quantity of cotton raised annually in the continental part of the kingdom amounts to about two million pounds. In Sicily, the cultivation is greater than in Naples. (*a*) The annual produce of raw silk is about 1,000,000 lbs., of which one-half is consumed in the factories of the kingdom.

There are two species of wheat raised in the kingdom of the Two Sicilies—the soft, of which the best quality of bread is made; and the hard wheat, chiefly employed in the preparation of maccaroni. The principal exports of Naples proper are, olive-oil, silk, hemp, wool, wine, grain, maccaroni, and coral; imports, colonial and manufactured goods, iron, and cutlery.

Prior to the ratification of the treaty between the United States and the kingdom of the Two Sicilies, of December 1, 1845, the commerce between the two countries was chiefly indirect. Having no commercial treaty, the United States flag had to contend against high duties, an exemption of 10 per cent. in favor of British and French vessels employed in the direct trade, and the extreme rigor of quarantine regulations. The indirect trade was carried on through Leghorn and the French Mediterranean ports, and was necessarily fettered with the incumbrances and burdens incident to a circuitous route. Neapolitan merchandise was taken on board American ships in these ports; while colonial goods destined for the markets of the Sicilies were sold to the French and Tuscan merchants, on whose account they were shipped to their destination, or sold direct to Neapolitan traders, by whom they were introduced under the 10 per cent. discrimination. The retaliatory duties of import and tonnage levied on the Sicilian flag in the United States virtually excluded their vessels from our ports; and the consequence was, that the trade between the two countries became exceedingly limited. Indeed, in returns of the foreign trade and navigation of the Two Sicilies for a period of three years (1839, 1840, and 1841), but a single American vessel appears to have entered or cleared at the ports of that kingdom.

The treaty of 1845, which went into effect July 24, 1846, provides that there shall exist between the two countries reciprocal liberty of commerce and navigation; that no higher duties shall be imposed on importations into either country, of articles from the other, than from any other country; that favors granted by either party to other nations shall be common to the other; that there shall be equalization of duties, &c., on imports and exports, on vessels of either country, as also of tonnage, harbor, and light-house duties; that the stipulations of the treaty shall not apply to the coasting trade; and that no preference shall be given by either party to importations on account of the national character of vessels in which imported. The treaty to be in force ten years, with the usual twelve months' notice for its termination.

By a convention ratified July 14, 1855, two principles were recognized between the two countries as permanent and immutable, to wit:

1st. That the effects or goods belonging to citizens or subjects of a power or state at war are free from capture and confiscation when found on board of neutral vessels, except articles contraband of war; and 2d. That the property of neutrals on board an enemy's vessel is not subject to confiscation, unless contraband of war. (*b*)

(*a*) Macgregor, on the authority of Mr. Godwin, estimates the entire cotton crop of the Two Sicilies at 22,400,000 lbs.

(*b*) A similar convention was made with Russia and France, and the principles are recognized by the treaty of Paris of March, 1856.

The latest official returns embracing the trade of the kingdom of the Two Sicilies are found in the statistical reports periodically issued by the Department of Agriculture and Commerce in France. They come down to a period no later than 1841, though the trade of the continental possessions and of the island of Sicily is treated of separately for subsequent periods.

The following summary of the foreign trade of the Two Sicilies is thus given for the years designated:

	1839.	1840.	1841.
Possessions of the continent...	$18,589,000	$23,399,600	$23,682,800
Island of Sicily	9,650,000	9,992,800	8,727,800
Total	28,239,000	33,392,400	32,410,600

The navigation of the Two Sicilies, for the same years, is shown in the following summary:

	1839.		1840.		1841.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Ports of the continent	4,779	421,996	4,682	407,278	4,535	445,195
Do. island of Sicily	1,950	319,400	2,638	437,300	2,068	369,000
Total	6,729	741,396	7,320	844,578	6,603	814,195

In the total trade given in the preceding figures for 1841, the United States does not appear in the returns for the island of Sicily. Of the imports into the continental possessions, there appears to have been, from the United States, merchandise imported to the amount, in value, of $270,600, while no exports are assigned to the United States. Although there appears to have entered one vessel of 285 tons measurement, from the United States in 1841, the imports from this country, amounting, as above stated, to $270,600, were all borne under the Neapolitan flag. Such, however, were the restrictions on the commerce between the two countries at this period, and until they were partially removed by treaty in 1845, that the United States scarcely appears in the commercial returns of the Two Sicilies until after that year.

The following table exhibits the proportion, per centum, of each foreign country in the general commerce of the continental portion of the kingdom during the year 1841:

Countries.	Imports.	Exports.
England	40.3 per ct.	14.2 per ct.
France	28.9 "	34.9 "
Austria	9.0 "	14.3 "
Sardinia	7.5 "	9.4 "
United States and Brazil	3.2 "	----------
Roman States	2.3 "	8.2 "
Tuscany	2 3 "	14.4 "
Other countries	6.5 "	4.6 "

In 1852 the commerce of the continental part of the kingdom of the Two Sicilies is thus given:

Imports	$12,372,363
Exports	10,943,831
Total	23,316,194

The trade represented by the preceding figures passed exclusively through the custom-houses, and does not comprise the movements at the general entrepot of Brindisi, nor the transhipment in the roads. The principal foreign powers which participated in the commercial movements of 1853 were England, France, Austria, Sardinia, the Papal states, and Tuscany; and next in the order of importance were Holland, Sweden, Russia, Spain, Greece, the Ionian Islands, Brazil, and the United States. The value of merchandise imported into the continental part of the kingdom, it is seen above, amounted to $12,372,363. This is the value of maritime commerce with foreign nations only. The coasting trade between the different ports of the kingdom would largely augment this total, but no returns of this trade are accessible.

Of the imports, sugar, coffee, and trans-Atlantic produce are chiefly supplied by England. Marseilles also furnishes small quantities of sugar and coffee from French colonies; but, owing to their superior quality and high price, they are not much in demand. The sugars from Holland, being lower priced, find a readier market. Besides these sources of supply, several Neapolitan vessels have, for some years past, kept up a direct intercourse between the port of Naples and Brazil.

There seems no reason why the United States should not compete with England, Holland, France, and even Genoa, in supplying these trans-Atlantic necessaries to the kingdom of the Two Sicilies; nor why the carrying trade in these articles from the countries of production, or from the bonded warehouses of the United States, could not be made as profitable to American as to British, Dutch, French, or even to Genoese vessels. (*a*)

The subjoined statement exhibits the quantities and values of sugar and coffee, respectively, exported from the United States to the kingdom of the Two Sicilies, during a period of five years, from 1851 to 1855, both inclusive, made up from the annual reports of the Secretary of the Treasury on Commerce and Navigation; followed by a statement exhibiting the quantities and values of the same articles exported to all countries; and a third, exhibiting the quantities and values of cotton and tobacco exported to the Two Sicilies during the same period:

Years.	SUGAR.		COFFEE.	
	Pounds.	Values.	Pounds.	Values.
1851	----------	----------	34,272	$3,345
1852	----------	----------	60,328	4,919
1853	----------	----------	91,327	7,667
1854	----------	----------	----------	----------
1855	302,990	$4,542	1,830,564	170,354

(*a*) Genoa is a free port, and the dues for pilotage, anchorage, and quarantine are light. (See Sardinia, page 419.)

Statement exhibiting the quantities of sugar and coffee exported from the United States to all countries during the years designated.

Years.	SUGAR.		COFFEE.	
	Pounds.	Values.	Pounds.	Values.
1851	3,795,625	$187,651	3,513,126	$360,068
1852	8,060,309	697,180	13,167,047	1,100,506
1853	18,746,207	793,194	13,349,319	1,163,875
1854	54,924,759	2,162,566	12,005,800	1,171,367
1855	33,722,814	1,390,582	16,315,317	1,452,687
Aggregate	119,249,714	5,231,173	58,350,609	5,248,503
Average	23,849,943	1,046,235	11,670,122	1,049,701

Statement showing the quantities and value of cotton and tobacco exported from the United States to the Two Sicilies, from 1851 *to* 1855, *both inclusive.*

Years.	COTTON.		TOBACCO.	
	Pounds.	Values.	Pounds.	Values.
1851	----------	----------	92,000	$10,302
1852	----------	----------	208,000	16,619
1853	1,069,095	$96,219	22,000	2,180
1854	327,119	31,631	1,282,000	133,582
1855	1,238,492	109,724	(*a*) 93,000	24,124
Aggregate	2,634,706	237,574	1,697,000	186,807
Average	(*b*) 878,235	(*b*) 79,191	339,400	37,361

The following are the chief staples which the Two Sicilies draw from the United States: Tobacco, cotton, rum, flour, naval stores, &c. Of these there were exported in 1854 and 1855, in value, as follows:

Description of merchandise.	1854.	1855.
Whalebone	$1,000	----------
Staves and headings	11,822	$10,713
Masts, spars, and naval stores	4,895	14,449
Flour	28,791	----------
Cotton	31,631	109,724
Tobacco	133,582	24,124
Rum (from molasses)	27,256	25,579

(*a*) And 164 bales.

(*b*) Average for three years.

In exchange for these staples and for miscellaneous cargoes, our ships return home laden with wines, drugs, fruits, feathers, anchovies, oil, sulphur, silks, corks, and rags; of which latter article were imported in 1854, direct from the Sicilies, 3,140,718 lbs., of the value of $90,424.(a)

Under the treaty of 1845, Sicilian and United States vessels are equalized in the ports of the two countries, when laden with the produce and manufactures of the country to which the vessel belongs. The direct trade is, therefore, freed from the restrictions and incumbrances with which it was clogged prior to that period, and the commerce between the two countries has, in consequence, largely increased. The exports from the United States, of its staples alone, amount now, annually, to between $250,000 and $300,000, more than one-half of which is shipped under the United States flag.

By a royal decree, bearing date 18th December, 1854, the privileges which apply to the direct trade with the Two Sicilies have been equally extended to the indirect trade in favor of those nations which have commercial treaties with the kingdom of the Sicilies, when they shall have granted like favors to the flag of the Two Sicilies. This decree is as follows:

Ferdinand II, &c., &c., with the view of favoring and extending the free navigation and commercial relations in our kingdom with other states; seen the opinion submitted to us by the commission created to supervise all matters relative to treaties of commerce; on the proposal of our minister of foreign affairs, heard our ordinary Council of State—we have resolved to decree, and do decree, as follows:

ART. 1. The advantages on the duties of custom-house and of navigation allowed in the treaties concluded with different states for only direct voyages, shall be extended in our kingdom, for the respective period of said treaties, also to indirect voyages, after the exchange of analogous declarations of perfect reciprocity of other states for all their possessions, none excepted. This enlargement will not produce any change in the exclusive right of national vessels, in the navigation and trade reserved to them alone, between one port and another of the royal dominions, commonly called coasting trade.

ART. 2. To enjoy the said treatment of assimilation contemplated in the preceding article, the origin of the cargo shall be justified by regular manifests of the custom-houses at the place of embarcation, duly certified by our consuls. The part of merchandise loaded in intermediate ports, the origin of which shall not be justified, in the manner above indicated, to belong to powers with which there are treaties, shall not enjoy like treatment.

Under the operation of the treaty already referred to, and of the liberal privileges conceded by this decree, the commerce of the United States with the Two Sicilies is increasing. The total value of exports from the Sicilies to the United States in 1845 was $530,000. In 1854 they reached nearly $1,000,000; and in 1855 they ascended to $1,718,949. In 1845 the United States exported to the Sicilies its own staples to the amount of $70,625, against $246,151 in 1854, and $207,790 in 1855. The total trade in 1855 was $2,370,425, against $1,219,351 in 1854, and $934,725 in 1845.

(a) Total quantity of rags imported into the United States:

In 1852	18,288,458	pounds; value,	$626,799
1853	22,766,001	" "	982,837
1854	32,615,753	" "	1,010,443

Of the above quantities Italy furnished as follows:

In 1852	12,220,590	pounds; value,	$480,293
1853	14,170,983	" "	714,890
1854	24,240,999	" "	810,327

In England, in 1853, there were 304 paper-mills; in Scotland 48, and in Ireland 28. The annual value of paper manufactured is estimated at $17,760,000. France, with a population of 36,000,000, turns into paper, annually, 105,000 tons of rags. Of these, 6,000 tons are imported. Great Britain, with 28,000,000 popu'ation, requires yearly 90,000 tons of rags, of which 15,000 are imported. The consumption of paper in the United States is said to be equal to that of England and France united. In the United States there are 6,000 tons of straw annually converted into wrapping-paper and pasteboards, and the importation of rags averages 10,000 tons a year. There are in the United States 750 paper-mills in active operation.

The port charges in the Two Sicilies are 3½ cents per ton on equalized vessels, and 32 cents per ton on those non-equalized.

Besides the tonnage duty, there are sundry minor charges, including custom-house visit, entrance and clearance charges, &c., amounting in the aggregate to $3 75 per vessel on entrance; and on clearance, including compensation to brokers, $5 10.

The quarantine regulations require a payment of $5 for obtaining the requisite pratique.

Should the vessel be subject to quarantine, the charges are largely augmented. In order to obtain free entrance, it is necessary to exhibit a clean bill of health, signed by the Neapolitan consul at the port of clearance. It would seem, however, that vessels laden with cotton or other "susceptible" merchandise have always to undergo quarantine, (*a*) which is exceedingly strict if, during the voyage, sickness chanced to prevail on board.

The following is a condensed summary of the latest quarantine regulations in force at the different ports of the Two Sicilies. These regulations are revised annually, but the general principles on which they are based remain unaltered:

"Vessels proceeding from New Orleans, or any port of Louisiana, shall be excluded whenever they come unprovided with a certificate signed by the royal consul at the port of departure, attesting that the yellow fever did not exist in that State, either at the period of sailing, or twenty days prior to the same.

"The places *supposed* to be infected by yellow fever are the Argentine and Paraguaian republics, Demerara, Peru, Costa Firma, Gulf of Mexico, Mississippi, Great and Little Antilles, and Savannah.

"The places *suspected* of yellow fever are Santa Martha, in Colombia, Chili, Guayana (except Demerara), Ohio and Missouri, Vera Cruz, and ports of the United States, except as above."

The certificate of the Sicilian consul is indispensable to be admitted to pratique; but even with such protection, the quarantine regulations are oppressive and uncertain, especially if any sickness has occurred on board during the voyage.

PILOTAGE.—Vessels arriving at Naples are seldom under the necessity of taking pilots, and hence there is no fixed regulation respecting them. Should a pilot, however, be required, one can at all times be found among the fishermen on the coast, with whom the captain must make the best bargain he can.

The principal ports are Naples, situated on a bay of the same name, having a commodious harbor, and good anchorage for any sized vessels to load and discharge cargoes; and in Sicily proper, Palermo and Messina.

The foreign trade of Naples is almost exclusively in possession of English merchants. The returns for 1855 assign two-thirds of this trade to the English flag, and the other third to the Neapolitan and other flags. Some twenty or thirty vessels from the north of Europe arrive annually with stockfish, crushed sugar, &c., from Holland. England employs annually in the trade with Naples about one hundred and thirty vessels of small size, from one to two hundred tons each, besides a line of steamers, which regularly touch at this port, to and from Liverpool. The facilities which these steamers furnish for executing orders suitable for the Neapolitan market present the most serious obstacle to a direct trade with the United States. The privilege of the indirect trade, however, lately conceded to the American flag, may tend to increase the commercial intercourse between the two countries.

The imports from Great Britain in 1855 amounted in quantity to 34,900 tons, which, at 40*s*. ($9 60) per ton, gave to British shippers, on freight alone, the sum of $335,040, besides 10 per cent. primage. The value of these imports was estimated at £3,000,000, or $15,000,000.

The exports from Naples to Great Britain were estimated at 15,500 tons, and the value at about $7,500,000.

Besides the disadvantage already referred to, under which American vessels would have to

(*a*) See Consular Returns, "Naples, No. 30, December 30, 1853." Part III.

compete with English in the trade of Naples, the quarantine regulations are such as to render any enterprise in that trade, on the part of American shippers, uncertain and hazardous. These regulations, as already observed, are revised annually, and provide that, under the most favorable circumstances, a certificate from the Sicilian consul, at the port of departure, is indispensable to be admitted to free pratique.

A few facts relative to currency and exchange at Messina, communicated to the State Department under date of October 20, 1855, by the United States consul at that port, are subjoined:

"It is customary to draw, for all transactions with the United States, on Paris or London, and, occasionally, on Marseilles, Hamburg, or Genoa. American coin, gold and silver, is, and has been for some time, at a discount of from 10 to 15 per cent.

"The only kind of Spanish dollar current here is the pillar dollar, and is at an advance of about 4 per cent.

"Exchanges are very unfavorable, and far below the rates of former years. London, 1,038 grains per £; Paris and Marseilles, 41¾ grains per franc; Lyons 41⅖, and Genoa 42 grains per franc; Leghorn, 35½ grains per lire; Amsterdam, 88¾ grains per florin; Hamburg, 78 grains per marc-banco.

"The Sicilian *ounce* is two dollars and a half, or 30 lires, or 600 grains Sicilian currency."

ISLAND OF SICILY.

This island has an area of 10,556 square miles, and a population of 2,208,392 inhabitants. Since its annexation to the kingdom of Naples, in 1736, it has experienced much of the evils of absenteeism. The revenue, except that portion of it which is paid to the Neapolitan employees who reside on the island, is drained off to be spent in enriching the metropolitan court. In this respect Sicily in some degree resembles Ireland. The resources which might be beneficially expended in making roads and other improvements, indispensable to the proper development of the industry of the island and the growth of its commerce, are squandered in other countries by an absentee nobility. (*a*)

Wheat and barley are exported in small quantities. Other chief crops are beans, pulse, maize, rice, olive-oil, oranges, lemons, almonds, and other fruit; potatoes, tobacco, flax, hemp, sumach, liquorice, and manna. In the northeast part of the island silk is produced, and it is woven at Catania; and in the western part 30,000 pipes of wine are annually made, of which about 20,000 are exported from Marsala. Sulphur is also a leading staple of the island of Sicily. It is found in tertiary formations, and its production is annually increasing. From 1838 to 1842, a monopoly in the export of sulphur was granted by the Neapolitan government to a French mercantile firm; but so vigorous was the resistance of the British government, that in 1842 the monopoly was suppressed. Since that period the trade in this article has been annually increasing. These sulphur mines have been explored and worked for more than three hundred years, but it was not until chemical science had pointed out the various uses to which sulphur can be applied, that its exportation had risen to any great importance. There are now about 150 mines worked in an area of 2,700 miles, though the most productive mines are confined to Favara, Sommatirio, Gallizzi, and Riesi.

Mr. Macgregor gives some interesting statistics of the sulphur trade of the island of Sicily, from which it appears that in 1838 the amount on hand was 80,000 quintals: on the 1st August, 1840, it had risen to 680,000 quintals; in 1841 it reached 830,000 quintals; and in 1842 it stood as high as 1,100,000 quintals.

There entered the ports of the island of Sicily in 1843, 1,435 vessels, of 211,000 tons; of which from the United States there were 9, of 2,500 tons; and during the same year there

(*a*) "Of the whole revenue raised in Sicily (about $10,000,000), half the amount is sent direct to Naples, never to return. ° ° ° No country exhibits land so highly taxed, nor one in which so little good is extended to the general community."—*Macgregor.*

cleared from Sicilian ports 1,427 vessels, of 256,000 tons; of which from the United States there were 80 vessels, measuring 22,600 tons.

The value of imports and exports during the same year, was:

Imports from all foreign countries	$4,522,400
Exports to " "	6,594,400
Total trade	11,116,800
Imports from the United States	$272,600
Exports to "	651,000
Total trade with the United States	923,600

Comparative statement of the commerce of the United States with the Two Sicilies, exhibiting the value of exports to and imports from each country, and the tonnage of American and Sicilian vessels employed in the trade of each year, during a period of eleven consecutive years.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	$70,625	$334,667	$405,292	$529,493	22,711	445	6,022	3,628
1846	319,441	298,391	617,832	513,235	21,798	767	3,742	4,318
1847	56,899	7,218	64,117	550,988	28,911	1,423	1,466	649
1848	17,754	9,075	26,829	618,029	26,317	924	3,217	399
1849	24,359	4,854	29,213	530,244	28,554	1,853	4,596	232
1850	50,577	13,024	63,601	822,629	31,417	3,326	9,511	1,633
1851	41,743	8,193	49,936	825,924	27,178	2,848	16,473	1,916
1852	55,649	10,890	66,539	606,541	22,990	6,609	12,780	3,427
1853	130,337	24,818	155,155	863,351	25,545	5,397	19,036	2,777
1854	246,151	13,900	260,051	959,300	24,190	3,862	15,357	3,713
1855	207,790	443,686	651,476	1,718,949	44,335	4,509	20,971	3,444

General Remarks.

Direct trade between the United States and Italy is conducted through the ports of Leghorn, Genoa, and Palermo, to which may be added the Austrian port of Trieste. Exports to Sicily, Sardinia, and Tuscany, in 1854, amounted to $469,143; while to Trieste they reached, during the same year, $1,751,766. The value of cotton exported to Sicily, Sardinia, and Tuscany, during the same year, was $179,093; to Trieste, it reached $1,370,402. The value of tobacco exported to Sicily, Sardinia, and Tuscany, in 1854, was $144,082; to Trieste, it reached the sum of $259,252. A large portion of the exports to Trieste, however, are purchased there for the German markets, that port possessing unusual facilities as a leading entrepot for many of the States of Germany.

Many American vessels clear from the ports of the United States with cargoes destined for the markets of "Italy Generally;" at least, such would seem to be their mode of clearance from the custom-house returns; and the average annual value of cargoes thus destined exceeds the whole amount of cargoes for designated points in the Italian peninsula, except Trieste.

The following table exhibits the value of this triangular trade for a period of eleven successive years:

Comparative statement of the commerce of the United States with Italy generally, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845---	$587,569	$230,352	$817,921	$1,301,577	5,186	5,984	3,164	914
1846---	942,263	424,652	1,366,915	1,189,786	335	1,196	----------	----------
1847---	1,056,022	93,333	1,149,355	1,279,936	----------	----------	----------	----------
1848---	1,101,113	159,488	1,260,601	1,616,100	----------	----------	----------	----------
1849---	811,450	293,419	1,104,869	1,550,896	----------	----------	----------	----------
1850---	1,567,166	239,904	1,807,070	2,105,077	----------	----------	----------	----------
1851---	1,736,834	127,406	1,864,240	2,051,897	----------	----------	----------	----------
1852---	1,573,852	205,342	1,779,194	1,234,905	----------	----------	----------	----------
1853---	2,173,745	159,833	2,333,578	953,714	----------	----------	----------	----------
1854---	1,586,327	165,439	1,751,766	971,728	----------	----------	----------	----------
1855(*a*)-	279,740	67	279,807	63,984	----------	----------	750	----------

(*a*) The figures for this year are those given by "Commerce and Navigation" for the *Papal States*. In former reports the entry is *Italy*, or *Italy generally*, or *Pontifical States*.

TURKEY, THE LEVANT, ETC.

TURKEY, THE LEVANT, ETC.

THE countries included under the above general designation are Turkey (European and Asiatic), the pachalic or vice-royalty of Egypt, the kingdom of Greece, and the republic of the Ionian Islands—a group in the Mediterranean, off the west coast of Greece and Epirus, consisting of seven principal and several smaller islands.

In accordance with the plan adopted in the preparation of these Digests, each country will be treated separately, in the order of its importance.

TURKEY.

THE Ottoman Empire includes Turkey in Europe, Asia Minor, Syria, Egypt, and the other tributary states in Africa and Asia. Prior to the Greek revolution, Turkey in Europe possessed an extensive maritime frontier (nearly two-thirds of her boundary), having many excellent seaports. The dismemberment of Greece, and other subsequent political changes, and the cession of Bessarabia and a part of Moldavia to Russia, have considerably reduced the limits of the dominions of Turkey in Europe. In Africa, her power is almost annihilated; and, even in Asia, her authority is considerably weakened. Algeria has been wrested from her by France; Egypt merely acknowledges her sovereignty by the payment of an annual tribute; and the Arabians scarcely recognize the Sultan as the head of their religion.

The limits and area of the Turkish empire are not exactly defined, and, consequently, very different estimates have been formed of the extent and population both of European and Asiatic Turkey. The most recent authority estimates the area of Turkey in Europe at 210,000 square miles, and its population at about 15,000,000; and that of Turkey in Asia, at 437,000 square miles, with a population of about 16,000,000.

Turkey in Europe possesses a soil remarkably fertile, and a climate highly favorable to the production of the vine, olive, maize, wheat, and rice, vegetables of every description, fruits, tobacco, hemp, flax, the mulberry, various trees from which the most valuable gums are extracted; and, in the southern part, the sugar-cane and the cotton-tree. To these, add the rich pasturages for horses, cattle, and sheep, every variety of game and fish, with a great abundance of mineral riches, together with the geographical position and excellent harbors of European Turkey, and a general idea may be formed of her great natural resources.

The principal species of grain cultivated in European Turkey is Indian corn. Rice is cultivated along the banks of the Maritza and other marshy tracts in the southern provinces, but not in sufficient quantities for consumption. The deficiency is supplied by Egypt and Asia Minor.

Turkey in Asia possesses almost every natural element of industrial and commercial greatness; but agriculture is wholly neglected, and productive industry is altogether unknown.

About nine-tenths of the extensive surface of Egypt is sterile and unproductive. The remaining one-tenth, being irrigated by the overflowings of the Nile, yields the richest and most luxuriant crops, which, with the various commodities that pass through Egypt from Arabia, India, and Nubia, form the elements of a large export trade. The crops of Egypt are wheat, Indian corn, maize, rice, flax, hemp, clover, cotton, indigo, sugar-cane, tobacco, oranges, and the most delicious fruits.

The seaports of Turkey in Europe are as follows: Constantinople, one of the safest ports in the world, and capable of affording shelter to 1,200 of the largest class ships; Salonica, at the bottom of the gulf of that name, an excellent roadstead, and much frequented; and Enos, the port of Adrianople, on the Maritza. Gallipoli and Rodosto, on the sea of Marmora; Varna, on the Black sea; and Ibrahilow, Taultcha, Galatz, and Jassaktchi, on the Danube, are ports of considerable commercial activity.

On the island of Candia there are two ports, Candia and Canea, but their harbors are neither commodious nor safe. Besides these, there are several other ports, which afford excellent shelter; and, in the possession of a more industrious and commercial people than the Turks, would attract considerable trade.

The seaports of Turkey in Asia are Erekli; Scutari, opposite Constantinople; some indifferent ports on the sea of Marmora; and Smyrna, the principal port of Asia Minor, and the most important in foreign commerce.

In Egypt, the seaports are Alexandria, Rosetta, Damietta, and Cairo, at the mouths of the Nile; and Suez and Kosseir, on the Red sea.

The principal exports of Turkey are wool, goats' hair, cattle, horses, hides, hare-skins, wheat, raw cotton and silk, tobacco, raisins, figs, almonds, mastic and other gums, gall-nuts, vallonea, leeches, honey, wax, saffron, madder, anise-seed, linseed, turpentine, safflower, orpiment, meerschaum pipes, whetstones, carpets, silk and cotton fabrics, leather, copper, and metallic wares, with Arabian, Persian, Indian, and Chinese goods.

Next to Constantinople, Adrianople and Salonica are the chief centres of trade; the former, being a principal depot for goods brought to Constantinople from England, France, and Italy, supplies all the fairs throughout Roumelia and Bulgaria.

Next to Smyrna, Aleppo is the chief seat of commercial movements in Asia. Caravans bring to this mart pearls, shawls, Indian and Chinese goods, from Bussorah and Bagdad; camels from Arabia; cotton stuffs and thread, morocco leather, goats' hair, and galls, from the pachalics of Mosul, Diarbekir, Orfa, Aintab, &c.; furs, goats' hair, wax, gum-ammoniac, &c., from Asia Minor; silk, Mocha coffee, soap, scented woods, ambergris, drugs, and pearls, from Syria and Arabia; rice, coffee, and Egyptian produce, from Latakia; silk manufactures from Brusa and Damascus; European and United States cotton stuffs, woolens, printed muslins, hardware, watches, wrought amber, and fur, from Smyrna and Constantinople.

The treaty of Adrianople opened the Black sea to the commerce of the world, and the passage of the Bosphorus and Hellespont is free to the flags of all nations. The importation of all articles of foreign commerce is admitted at extremely moderate duties. These, as will be seen by reference to the tariff of Turkey,(*a*) are only 5 per cent., viz: 3 per cent. on goods when landed, and 2 per cent. on their being admitted to consumption. The duties on exports of native production are 12 per cent., of which 9 per cent. is paid when the goods arrive at the port whence they are to be exported, and 3 per cent. on their being shipped. This is a very liberal tariff; though a reduction of the export duty, even should the import duty of 5 per cent. be raised to 10 or 12, would result most favorably to the commerce of Turkey with foreign countries.

(*a*) Part II.

CONSTANTINOPLE.

The harbor of Constantinople is deep, well sheltered, and sufficiently capacious to afford safe anchorage for 1,200 of the largest sized ships. Scutari, on the opposite shore of the Bosphorus, one mile distant from Constantinople, is the place of rendezvous for caravans from Persia, Armenia, and other places in Asia that trade with European Turkey. It is also the seat of extensive silk, woolen, and cotton manufactures.

The navigation of Constantinople, from 1842 to 1846, is thus given in French statistical reports for those years:

Cleared and entered in 1842	10,193	vessels,	1,646,343 tons.
" " in 1843	12,577	"	1,681,978 "
" " in 1844	15,367	"	2,033,360 "
" " in 1845	15,177	"	1,984,000 "
" " in 1846	15,770	"	2,637,994 "

From the preceding table it will be seen that the navigation of this port has largely increased during the period intervening between 1842 and 1846. The great augmentation shown for 1846 over the two preceding years is explained by the great demand for, and exportation of grain, during that year.

The flags which participated in the trade of 1846, and the proportion per cent. assigned to each, was as follows:

Greek	36 per cent.
English and Ionian	19 "
Russian	13 "
Sardinian	11 "
Austrian	10 "
French	3 "
Other flags	8 "

The only European countries with which the United States could successfully compete in the trade of this port, are England and Austria. The vessels of the former import iron, colonial produce, cotton and woolen tissues; and from Trieste, Austria sends also colonial produce, (*a*) and the various manufactures which are always found in abundance in the extensive warehouses of that port.

The number of vessels which entered Constantinople in 1852 were: sailing vessels, 9,220; steam vessels, 599; total, 9,819. Of these, there were from Austria 459 sailing vessels; from Great Britain 584; from France 244; from Brazil 16; and from the United States 5.

The share assigned to these countries, respectively, in the carrying trade of Constantinople during 1852, is thus given: Under the British flag, there entered during the year, 1,687 sailing vessels, and 66 steam vessels; under the French flag, 236 sailing, and 55 steam-vessels; and under the Austrian flag, 1,280 sailing, and 213 steam-vessels. Under the flag of the United States, there arrived 5 sailing vessels, and one propelled by steam.

It is estimated that Constantinople requires, annually, for consumption alone, about 6,500,000 lbs. of coffee, 1,200,000 lbs. of sugar, 300,000 lbs. of pepper and spice, 2,000 puncheons of rum, and large quantities of cheap cotton goods. These are supplied chiefly from the markets of western Europe, Alexandria, and the two Americas.

(*a*) Such as cotton, sugar, molasses, rum, rice, tobacco, &c.

SALONICA.

Next to Constantinople, Salonica (situated at the bottom of the gulf of Salonica), the capital of Macedonia, is the most important port of Turkey in Europe. In 1850, its maritime commerce reached upwards of $3,500,000, viz: about $2,000,000 for imports, and $1,500,000 for exports.

The foreign trade of this port is chiefly engrossed by the British and French flags. The imports consist chiefly of cheap cottons and woolen cloths, and various other manufactures. Its exports are wheat, barley, maize, timber, wool, sponge, raw silk, wine, sesamum seed, tobacco, and staves. Colonial produce and manufactured goods are supplied to this port—the former from second and third hands—by England and Austria. There is nothing to prevent the United States from participating in the trade in this species of merchandise. Neither Austria nor England could compete with this country in supplying the vast quantities of colonial produce, and the cheap white and printed cottons, which are required for consumption in this market. In addition to the supplies needed to meet the daily wants of its 100,000 inhabitants, Salonica furnishes large quantities of colonial and manufactured goods for the yearly fairs of Parlepi, Lucca, and Seres, where the sales are always made for cash. The high price of French cotton and woolen cloths will always preclude the merchants of France from successful competition in this branch of trade; and the heavy expenses attending the circuitous trade through Marseilles, Smyrna, Constantinople, Trieste, and Venice, would necessarily favor direct exportations from the United States. The prices at Salonica are always from 10 to 12 per cent. higher than at Constantinople or Smyrna.

The gross returns of trade at the port of Salonica for the year ending December 31, 1854, show a considerable increase in the import trade, viz:

Value of imports in 1854	$3,770,235
" " in 1853	2,857,765
Increase	912,470

But the returns exhibit a still more considerable increase in the value of the outward trade, viz:

Value of exports in 1854	$5,492,980
" " in 1853	3,476,050
Increase	2,016,930

This large increase, both in the inward and outward trade with the port of Salonica, may be regarded as an evidence of the improving state of the country.

The navigation returns for the same periods exhibit the following results:

	Inwards.		Outwards.	
1853	113,498	tons.	111,767	tons.
1854	79,845	"	81,192	"
Decrease	33,653	"	30,575	"

This decrease has been principally under Turkish and Greek flags, though there has also been a decrease under British, French, and Sardinian flags, but not in the same proportion.

The following statement exhibits the decrease under each flag:

British tonnage	Decrease	2,696	tons.
French "	"	8,253	"
Sardinian "	"	3,023	"
Turkish "	"	10,328	"
Greek "	"	15,214	"

British manufactures and produce, imported direct	$597,375
" " " imported indirect	521,350
Total imports of British manufactures and products	1,118,725
Total exports to Great Britain	27,800
Balance of trade with Salonica in 1854, in favor of British manufactures	1,090,925

A British authority, referring to this trade, says: "A demand for British cotton manufactures of all descriptions daily increases, and every year there is some new outlet of sufficient importance for the establishment of agencies in the interior, by the importers at Salonica; hence the prospect of an increase of the import trade in proportion to the increasing value of the export trade. The Austrian and Saxon manufacturers have again turned their attention to this part of Turkey, and are sending larger parcels of low cotton goods."

The above extract is worthy the attention of those engaged in trade with Turkish ports.

Exports.—Owing mainly to the Hellenic invasion, considerable delay was occasioned in getting in the crops in 1854, and, consequently, the supply of grain at Salonica was not equal to the demand. Little was done in wools and cottons, the prices having averaged too high a rate for European markets. The trade in silk was considerable; but, owing to the rise in the price for labor and fire-wood, several of the silk factors preferred sending the silk-pods to France and to the Italian ports, to drawing the raw silk at Salonica.

SMYRNA.

This port, the chief commercial emporium of Turkey in Asia, has an excellent harbor, and ships of large burden can load and discharge close to the quays. Its principal foreign trade is conducted with Great Britain, Austria, France, and the United States. Its exports consist of silk, raw cotton, carpets, copper, opium, hides, madder, wool, besides goats' hair and skins, vallonea, olive-oil, drugs, gums, sponge, figs, raisins, and nut-galls. Imports comprise coffee (upwards of 6,000,000 pounds annually); woolen, cotton, and silk fabrics; metals, raw and manufactured; sugar; indigo; spirits; cochineal; and spices.

The following statement shows the quantities and values of wool imported into the United States from Turkey during the five years ending June 30, 1855, together with the aggregate quantities and values of the same from all countries during the same period:

Years.	POUNDS AND VALUES OF WOOL IMPORTED FROM—			
	TURKEY.		ALL COUNTRIES.	
	Quantities.	Values.	Quantities.	Values.
1851	5,238,292	$479,355	32,548,491	$3,833,157
1852	3,355,320	289,656	18,341,298	1,930.711
1853	4,351,259	372,012	21,595,079	2,669,718
1854	4,360,326	460,285	20,200,110	2,822,185
1855	4,676,747	416,222	18,534,415	2,072,139
Aggregate	21,981,944	2,017,530	111,219,393	13,327,910
Annual average	4,396,389	403,506	22,243,878	2,645,582

From the Argentine republic the United States receives one-third of its raw wool. Next to this country ranks Turkey, in this regard; and the third place is due to Chili.

In 1855, of the entire quantity imported, amounting to 18,534,415 pounds, valued at $2,072,139, there came from Turkey 4,676,747 pounds, valued at $416,222; of which Turkey in Asia supplied 4,261,250 pounds, valued at $386,305.

The principal imports into Smyrna, in vessels of the United States, are coffee, sugar, rum, coarse cottons, spices, and dye-stuffs; for which they carry home, in return, cargoes of wool, opium, copper, fruit, oil of roses, and wine.

The navigation of Smyrna is steadily increasing. In 1840 there entered 969 vessels, of all nations, measuring 107,[illegible]96 tons; of which number there were 23 American vessels, measuring 4,304 tons. The commerce of this port during the year 1851 amounted to nearly eleven millions of dollars. This trade was thus distributed:

Great Britain	31,396,563 francs.
Austria	13,856,803 "
France	7,954,177 "
United States	6,475,945 "
Russia	2,557,906 "
Holland	911,103 "
Sardinia	627,596 "
Tuscany	466,295 "
Belgium	184,763 "

A selection from the general import trade of Smyrna, of such merchandise as American vessels usually import, with the values, in francs, of the quantities imported in American and other foreign bottoms in 1851, affords the subjoined summary:

YARNS AND COTTON CLOTHS—

England	3,371,555 francs.
Austria	1,995,000 "
United States	718,666 "
France	127,555 "

The United States can successfully dispute the monopoly of this trade with Austria and France, and even with England, especially in the coarser kinds of cotton cloths.

COFFEE—

France	1,274,000 francs.
United States	510,048 "
Great Britain	397,817 "
Sardinia	371,555 "
Austria	276,302 "
Total	2,829,722 "

HARDWARE GOODS—

Great Britain	536,666 francs.
Austria	530,000 "
France	392,666 "
United States	80,888 "
Belgium	36,088 "
Total	1,576,308 "

RUM, WINES, AND OTHER LIQUORS—

United States	619,444	francs.
Belgium	30,022	"
Greece	28,555	"
Holland	25,666	"
France	21,644	"
Austria	20,288	"
Great Britain	15,833	"
Two Sicilies	2,533	"
Total	763,985	"

SUGAR—

Holland	233,000	francs.
France	168,255	"
Great Britain	78,866	"
United States	56,666	"
Total	536,787	"

The exports in which the vessels of the United States shared, during the same year, were:

OPIUM—

Great Britain	2,652,533	francs.
United States	218,400	"
Austria	84,000	"
France	9,333	"
Total	2,964,266	"

WOOL—

United States	1,870,333	francs.
France	316,000	"
Great Britain	118,871	"
Austria	68,320	"
Total	2,373,524	"

SPONGES—

Great Britain	1,483,333	francs.
Austria	331,333	"
France	220,000	"
United States	186,666	"
Holland	19,333	"
Total	2,240,665	"

NUT-GALLS—

Great Britain	393,100	francs.
Austria	200,666	"
France	158,666	"
United States	125,233	"
Total	877,665	"

BEIRUT.

Beirut is the seaport of Damascus, and the chief centre of the trade of Syria. Its imports consist of muslins, cottons, tin, hardware, cloths, and various kinds of manufactures. Its exports are silk, galls, madder, gums, wine, and oils.

The imports at this port in 1851 amounted to about $4,000,000, and its exports to $3,000,000. During the same year there entered and cleared 2,354 vessels, measuring an aggregate of 219,277 tons.

The commercial movements of the port of Beirut and its dependent trading towns, Tripoli, Caïffa, and Latakia, amounted in 1853 to a total of 45,689,142 francs, or an increase over 1852 of 4,500,000 francs. The following summary, for these years, is taken from French official authorities:

Years.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
1853	23,848,740	21,840,402	45,689,142
1852	20,863,881	20,266,860	41,130,741
Increase in 1853	2,984,859	1,573,542	4,558,401

The tonnage employed in the trade of Beirut the same years was:

1853	209,861	tons.
1852	241,978	"
Decrease in 1853	32,117	"

This decrease is owing to a falling off in the coasting trade, especially in cereals, occasioned by the short crops of 1853.

In the general import movement, England holds the first rank; tissues, cotton yarn, and cotton goods generally, being the chief imports from Great Britain into Syria. France occupies the second rank; the imports from that country into Beirut in 1853 amounting, in value, to 3,674,726 francs. Next to France comes Austria. The returns show a value of 6,714,242 francs assigned to imports under the Austrian flag; but these figures include the value of all the merchandise imported in the Austrian steamers that ply between Constantinople and Smyrna. The actual imports from Austria into Beirut amount to about one-half of this sum.

Trieste furnishes but little for the consumption of Syria. The imports into Syria from that entrepot do not exceed 150,000 francs, and consist of colonial wares, and German tissues purchased in the warehouses of that city.

Egypt supplies Syria, through the port of Beirut, with grains, especially rice, to a value of about 2,467,950 francs.

During the past few years, mercantile houses of Boston, New York, and Philadelphia have established direct relations with Syria. The washed and unwashed wool of that country forms the basis of their operations. In 1854 the first cargo of refined sugar from Boston arrived at Beirut. The success which has attended this enterprise will, most probably, lead to an important trade in this description of merchandise, in exchange for wool and other Syrian products.

The chief obstacle to an immediate expansion of this trade appears to be the duty of 30 per cent. with which the raw wool is burdened in the United States, leaving but a small margin for profit on the importation of this leading product. How important this trade with Syria, as well

as with Turkey generally, and other wool-producing countries, might become, may oe inferred from the following statement of facts: In 1855 there was imported into the United States, as already stated, 18,534,415 pounds of wool. The annual production of wool in the United States, assuming that the quantity returned for 1850, as per United States census, affords a fair average—amounts to 52,516,959 lbs.(*a*) This, added to the quantity imported, gives 71,051,374 lbs. The quantity annually exported reduces this figure, say, in round numbers, to 70,000,000 pounds for consumption in the different and numerous manufactories in the United States. How much of this is consumed in the manufacture of carpets, there is no means at hand of determining with any accuracy; but it is stated in a publication of high authority—the "Scientific American"—that, in the village of Thomsonville, Connecticut, alone, there is used, annually, in the manufacture of Brussels, Axminster, and other costly qualities of carpeting, 10,000,000 pounds of wool, or more than one-half the whole quantity imported, and one-seventh part of the aggregate quantity imported and grown in the United States.

The value of the foregoing statement of facts will be better understood when it is added that the United States import, annually—taking the importations of 1855 as an average—woolen manufactures of various descriptions to the value of $27,000,000, of which England furnishes nearly two-thirds.

The total number of woolen manufactories in the United States in 1850, was 1,559; capital invested, $28,118,650; pounds of wool consumed, 70,862,829; value of raw material, $25,755,991; hands employed, males, 22,678; females, 16,574; value of products, $43,207,545—in which are included 82,206,652 yards of cloth, and 4,294,336 pounds of yarn, besides blankets, hats, &c.

Were the raw material supplied in sufficient quantities, the census of 1860 would, probably, add 100 per cent. to the preceding figures.

The foreign trade of Beirut is carried on principally by large class steamers, under the Austrian, (*b*) French, and British flags, which visit this port regularly, and find always abundant freight, consisting of the products of Syria and the vast region which lies between Skaneroom and the rivers Euphrates and Tigris. The prosperity of Beirut and the surrounding country is indicated by the fact, that while the population was only 8,000 in the year 1844, it is now estimated at between 50,000 and 60,000.

The United States consul at that port, writing under date of October 5, 1855, says: "I learn, upon the best authority, that the people of this country consider the cloth manufactured in the United States superior in quality to that of England; but since the pieces of American goods do not uniformly contain the same number of yards like the English pieces, they are slow to purchase, owing to the power of old ideas and habits. It would be of great service to the manufacturers if they understood this fact, and would regard it."

CANDIA.

The commerce of this island is conducted through the ports of Retino, Canea, and Candia. Its exports consist chiefly of olive-oil, barley, wheat, wine, raisins, cotton, flax-seed, almonds, Indian corn, and soap. The agricultural productions of Candia are estimated at a value of 18,500,000 francs per annum. Its manufactures amount in value to about 6,000,000 francs, of which soap appropriates 4,000,000, and coarse cloths for consumption 2,000,000 francs. There are on the island 47 soap factories, which yield annually about 13,000,000 lbs. of soap; and 3,000 oil-presses in active operation. About 40,000 lbs. of silk are produced annually on this island, of a quality equal to that of Adrianople.

(*a*) The proportion of wool raised in the United States in 1850 to each person, is thus given in the United States census:

Non-slaveholding States	3.07 pounds.
Slaveholding "	1.16 "

(*b*) The steamers of the Austrian Lloyds Company, in March, 1856, are said to have numbered 59, with 10,000 horse-power, and a measurement of nearly 30,000 tons.

The importations during a period of four consecutive years were:

In 1848	$1,050,195
1849	1,078,030
1850	1,154,215
1851	618,680

During the same years the exports amounted to:

In 1848	$812,666
1849	1,237,400
1850	2,007,845
1851	879,174

Total number of vessels arriving in the ports of Candia in 1853, 1,173, measuring an aggregate of 50,747 tons. The imports during the same year reached $1,028,212, and the exports $1,972,713.

The navigation and commerce of Candia for 1855, compared with 1854, is given in the subjoined statement:

Ports.	IMPORTATIONS.			EXPORTATIONS.		
	No. of vessels.	Tons.	Dollars.	No. of vessels.	Tons.	Dollars.
Canea	667	31,429	1,111,756 80	645	28,417	773,580 96
Retino	135	5,148	207,448 80	139	5,057	357,655 20
Candia	217	10,924	378,480 00	225	10,964	599,280 00
Total for 1855	1,019	47,501	1,697,685 60	1,009	44,438	1,730,516 16
Total for 1854	831	41,122	1,070,971 00	801	40,063	1,097,669 00
Increase	188	6,379	626,714 60	208	4,375	632,847 16

Summary of the details of the trade for 1855.

PRINCIPAL IMPORTS.

Articles.	Quantities.	Values.
Butter	Cwt. 1,649	$31,040
Dried codfish	" 4,318	23,320
Hides and leather	----------	65,640
Hardware	----------	7,600
Furniture	----------	11,200
Herrings and sardines	Bbls. 5,870	27,688
Rice	----------	10,040
Rum	----------	3,316
Soda ash	----------	48,192
Tobacco	----------	10,800
Cotton yarn	----------	22,000
Brown cottons	----------	9,000
Sundry manufactures	----------	441,939

PRINCIPAL EXPORTS.

Articles.	Quantities.		Values.
Olive oil	Tons.	1,269	$242,261 00
Soap	Cwt.	68,845	475,525 84
Sheep skins	No.	13,352	1,784 48
Raw silk	Pounds	8,525	22,320 00
Cheese	Cwt.	362	3,100 00
Oranges and lemons	No.	5,000,000	1,800 00
Chestnuts	Cwt.	2,000	4,000 00

Candia abounds in produce adapted to the American market; but the direct trade between the United States and that island is as yet unimportant. So long, indeed, as the present duties of 30 and 40 per cent. are levied on their staple exports of coarse wool, olive-oil, soap, &c., it can scarcely be expected that this trade will increase to any considerable extent. It is stated, in a consular return from Candia, that a reduction of these duties, as well as of the duty on raw silk, would tend to establish a highly respectable and direct American intercourse with the ports of Candia, sufficient, probably, to compete with that of Great Britain and France. In consequence of the almost nominal duty upon the leading productions of the island in Great Britain, the commercial intercourse with England is fast increasing.

GALATZ.

This port, situated on the left bank of the Danube, is the outlet for the produce of Wallachia and Moldavia. Its imports in 1850 amounted to $2,175,000, and its exports, consisting of grain, tallow, preserved meat, wine, and linseed, reach, annually, about $3,877,660.

How far American interests might be promoted in the foreign trade of the Danubian and other ports of the Turkish dominions, may be gathered from the following table, exhibiting the articles of foreign and colonial produce exported to Turkey in the year 1851. The table includes, also, the imports into Wallachia, Moldavia, Syria, Palestine, and Egypt:

Description of merchandise.	Quantities.		Description of merchandise.	Quantities.	
Peruvian bark	Cwts	50	Pepper	Pounds	473,504
Cassia lignea	Pounds	17,620	Pimento	Cwts	720
Cloves	do	39,108	Quicksilver	Pounds	420
Cochineal	Cwts	1,946	Rhubarb	do	1,236
Cocoa	Pounds	2,908	Rice	Cwts	5,049
Coffee	do	620,502	Silk	Pounds	1,246
Ginger	Cwts	97	Taffeties	Pieces	6,978
Gum shellac	do	15	Spirits	Gallons	66,961
Indigo	do	5,927	Sugar	Cwts	5,301
Iron	do	61	Tea	Pounds	197,485
Cotton manufactures	(Value)	$4,210	Tobacco	do	159,022
Logwood	Tons	76	Wine	Gallons	5,785
Nutmegs	Pounds	3,621	Wool	Pounds	4,511
Opium	do	5,406			

The export of grain constitutes the leading commercial movement of the port of Galatz. The following table is derived from the London Merchants' Magazine. It exhibits the grain export trade of the ports of Galatz and Ibraila, during five consecutive years:

FROM GALATZ.

Grains.	1847.	1848.	1849.	1850.	1851.
	Quarters. (a)	*Quarters.*	*Quarters.*	*Quarters.*	*Quarters.*
Wheat	180,860	113,605	173,797	140,652	134,474
Indian corn	318,605	143,727	258,763	122,875	350,682
Rye	26,697	28,446	60,617	52,776	71,024
Total	526,162	285,778	493,177	316,303	556,180
FROM IBRAILA.					
Wheat	390,818	159,484	117,436	283,290	283,106
Indian corn	619,115	292,215	335,532	149,732	646,617
Rye	300,582	193,435	72,936	44,594	105,597
Total	1,310,515	645,134	525,904	477,616	1,035,320

The ports to which these vast quantities of grain are shipped, will be seen from the following return of the export trade during the same years:

Years.	CONSTANTINOPLE.		TRIESTE AND VENICE.		MARSEILLES, GENOA, AND LEGHORN.		GREAT BRITAIN.	
	No. of vessels.	Quarters.	No. of vessels.	Quarters.	No. of vessels.	Quarters.	No. of vessels.	Quarters.
1848	492	329,022	187	175,515	160	117,280	230	264,591
1849	620	404,315	126	130,976	101	71,556	297	389,774
1850	447	294,507	104	111,026	70	60,006	253	315,019
1851	666	465,739	275	294,376	70	66,479	606	633,707

The total number of vessels departing from Galatz and Ibraila in 1851 was 1,668, with an aggregate tonnage of 300,845. Of these, 534 were Greek, with an aggregate tonnage of 112,438; 352 were Turkish, with an aggregate tonnage of 50,234; and 304 vessels were English, with an aggregate tonnage of 55,625. There was one vessel from Buenos Ayres.

EGYPT.

THE superficial extent of Egypt and the limits of the country have never been accurately determined. The winding valley and delta of the Nile, however, comprise all its fertility and riches. The same uncertainty exists in regard to the population of Egypt, which, according to the most reliable estimates, may be set down at 2,000,000 inhabitants. These are classified as follows: Arab Egyptians, 1,750,000; Copts, 150,000; Turks, 10,000; Syrians, Greeks,

(a) The quarter is equivalent to eight bushels.

Armenians, and Jews, 20,000; the remainder consisting of wandering Arabians, white slaves, negro slaves, Nubians, and Franks.

Egypt produces rice, tobacco, silk, opium, indigo, flax, sugar, linseed, cotton, and every description of cereals. Rice is grown principally in the lower lands of the delta. Tobacco is grown in Middle Egypt; but the quality is inferior, and it is used only for the consumption of the country—the opulent classes being supplied with a better quality from Syria. Cotton is the most important production. Its introduction is wholly due to the enterprise of Mehemet Ali. The average production of cotton does not exceed two cantars(*a*) per feddan(*b*).

The general commerce of Egypt in 1851 reached a total of 144,509,000 francs, or, in round numbers, $28,902,000; which shows an increase, when compared with 1841, of 44,000,000 francs, or nearly $9,000,000.

It is difficult to obtain any accurate returns of the commercial movements of Egypt, except such as are prepared by the foreign consuls residing at the different ports of that country, and transmitted to their respective governments. From such sources the following table is compiled, showing the export trade of Egypt during a period of eleven years, ending with 1851:

Years.	Piastres of Alexandria. (*c*)	Dollars.
1841	198,270,150	9,913,507 50
1842	180,446,600	9,022,330 00
1843	191,538,400	9,576,920 00
1844	167,868,430	8,393,421 50
1845	185,782,200	9,289,110 00
1846	187,341,080	9,367,054 00
1847	301,343,500	15,067,175 00
1848	157,236,546	7,861,827 30
1849	203,056,232	10,152,811 60
1850	315,357,800	15,767,890 00
1851	325,804,695	16,290,234 75

The import trade in 1841, the first year given in the table, reached 187,000,000 piastres = $9,350,000, and ascended in 1851, the last year, to 230,000,000 piastres, or about $11,500,000. The articles which diminished in the import returns during the period were sugar, linens, certain kinds of silks, and rum; and the diminution was about equal to the increased production of those articles in Egypt. The importation increased in woolens, cottons, French silks, and articles of fashion. The maritime movement from 1841 to 1851 was as follows:

Years.	Vessels.	Years.	Vessels.
1841	1,230	1847	1,815
1842	1,350	1848	1,608
1843	1,370	1849	1,609
1844	1,207	1850	1,650
1845	1,097	1851	1,793
1846	1,221		

(*a*) 100 lbs. avoirdupois. (*b*) Nearly 1 acre.

(*c*) The value of the piastre varies. That of Alexandria is reckoned at 5 cents United States currency; that of Turkey generally, is equivalent to 4 cents.

The English flag occupies the first rank in the returns from which the preceding figures are taken, though, since the repeal of the navigation laws of Great Britain in 1850, the importations under the flags of other countries of northern Europe have largely increased.

ALEXANDRIA.

The trade of this port has increased rapidly since the opening of the canal which communicates between Alexandria and the Nile at Atfeh. This communication has taken away from the ports of Damietta and Rosetta the extensive commerce formerly enjoyed by them, and for which, from their position on the two mouths of the Nile, they possessed great advantages.

The total trade of Alexandria in 1840 amounted in value to $11,997,145, of which there was for imports $6,636,980, and for exports $5,360,165. This trade in 1842 reached in value $21,000,000, an increase over 1840 of over $9,000,000. The treaty of 1838, placing foreign commerce on a more secure basis than had previously existed, and the tranquillity which followed the settlement of the difficulties of 1840, were the causes of this great augmentation in the trade of 1842. Among the exports of this year, raw cotton reached in value $1,800,000, of which Austria received upwards of $1,000,000 in value.

The trade of 1843 exhibits a falling off from that of the preceding year, aggregating only (imports and exports united) about $19,000,000, of which raw cotton reached in value about $2,000,000. In 1844 the total trade of this port fell again to about $13,000,000; and in 1846 the totals reached nearly $18,000,000, of which, for cotton, there was $2,000,000. In 1849 the foreign trade of Alexandria reached $16,000,000, of which, for imports, there was $7,500,000, and for exports, $8,500,000. The raw cotton exported this year reached in quantity 258,000 quintals,(*a*) or 25,800,000 lbs., valued at $2,775,000.

The tranquillity which prevailed in Egypt during the ten years anterior to 1850 was highly favorable to the development of its foreign commerce. The treaty of 1838, guarantying the unrestricted circulation through Egypt of European merchandise, and its freedom from the vexatious taxes to which it was subjected before that period, contributed in like manner to the prosperity of this port in 1850. The total trade exceeded in value $19,000,000, a figure which it had never before reached, excepting in the year 1842, when the large augmentation was brought about by causes purely accidental. Of this sum, imports reached nearly $8,000,000, and exports about $11,000,000. Of the latter, raw cotton amounted in quantity to 82,084,500 lbs., and in value to $4,200,000.

It is worthy of notice, that, in the voluminous reports from which the preceding statements of the trade both of Egypt and its principal port, Alexandria, are extracted, the United States does not once appear.(*b*) England, France, and Austria seem to have been the principal foreign countries which participated in this trade.

The total trade of 1851 reached $29,000,000, and that of 1852 ascended to upwards of $31,000,000, of which a large share is assigned to Turkey and Syria. The quantity of raw cotton exported the latter year was 718,655 quintals, valued at $6,960,249. The whole of this cotton was sent to England, France, and Austria, in the following proportions: to England, 426,118 quintals; to Austria, 159,300 quintals; and to France, 128,030 quintals.

These figures, as well as those employed throughout this Digest, generally, are derived from French official sources, which purport to be based on those of Egyptian authorities. The latter, however, are deemed by no means reliable. The following statement exhibiting the

(*a*) The quintal, or cantar, is estimated at 100 lbs.

(*b*) A despatch to the State Department, dated Alexandria, May 1, 1856, states that "the increase in foreign traders is very perceptible, but there are a few branches of American houses among them."

export trade of Alexandria for 1855, transmitted from the United States consulate general at that place, is stated to have been drawn from private sources:

Countries.	Cotton.	Wheat.	Beans.	Flax.	Indian corn.	Wool.	Linseed.
	Cantars.(a)	*Ardebs.(b)*	*Ardebs.*	*Cantars.*	*Ardebs.*	*Cantars.*	*Ardebs.*
Great Britain	270,615	1,114,614	392,840	56,425	103,737	19,275	46,994
France	108,248	130,441	700	1,250	----------	1,680	1,090
Austria	140,412	27,580	10,952	3,416	13,035	639	724
Other countries	1,611	402,217	40,754	14,258	3,851	1,900	3,180
Total	520,886	1,674,852	445,246	75,349	120,623	23,494	51,988

During the same year an English house at Alexandria sent two vessels to New York, and an Austrian house two more to the same destination, loaded chiefly with gums, rags, &c. There is no doubt but that a profitable trade might be established between the United States and the port of Alexandria, by sending out such merchandise as usually finds a market in Egypt, and receiving in return the rich and varied exports of that extensive emporium.

COTTON.

The cotton culture of Egypt commenced in 1818, and exportation to England in 1823. The seed is said to have been imported by the Pacha "from America, the Mediterranean, and Brazil;" and these different kinds of cotton may, therefore, be met in cultivation. The attempt to cultivate the Sea Island cotton is pronounced a failure—the quality deteriorating rapidly after the first crop—although the best Egyptian cotton, called *Maho,(c)* is ranked next to Sea Island in length of staple.

The comparative tabular statement subjoined, made up from consular returns, (the bale being estimated at 300 pounds,) shows the quantities of cotton exported at the port of Alexandria, and the countries to which exported, respectively, during a period of three years. The quantity exported in 1852 is stated to have been as follows: To Great Britain 57,623,400 lbs., to France 12,350,100 lbs., to Austria 11,429,700 lbs., elsewhere 359,100 lbs.; presenting an aggregate of 81,762,300 lbs., and far exceeding that of either of the three ensuing years, as given in the following table:

Years.	POUNDS OF COTTON EXPORTED TO—				
	Great Britain.	France.	Austria.	Elsewhere.	All countries.
1853	26,439,900	10,726,500	6,321,000	397,800	43,885,200
1854	24,938,700	7,454,100	10,165,200	988,500	43,546,500
1855	33,980,100	9,451,200	12,774,900	668,100	56,874,300
Aggregate	85,358,700	27,631,800	29,261,100	2,054,400	144,306,000
Average	28,452,900	9,210,600	9,753,700	684,800	48,102,000

(*a*) The cantar of Egypt is estimated at 100 pounds. (*b*) The ardeb equals 5 bushels.

(*c*) So called from Maho Bey, in whose garden, at Cairo, the plant was first discovered, having, probably, been introduced from the isle of Bourbon during the French invasion.

If to the aggregate exported be added from five to six million pounds consumed in the country, a liberal estimate of the annual amount of cotton produced in Egypt—between fifty and sixty million pounds—will have been made. The factories established by Mehemet Ali are, it is stated, going rapidly to ruin. The cotton goods manufactured are coarse "captas," or soldiers' "nizam" uniform. Much cotton is used also in making up divans, the usual furniture in Egypt.

General Remarks on Turkey.

The treaty between the United States and the Ottoman Porte dates as far back as May 7, 1830. Its preamble, however, declares that it is to be "of perpetual duration," and it consequently regulates the intercourse between the countries at the present time. Its principal commercial features are—that the merchants of either country, in the provinces, ports, &c., of the other; shall pay the same duties and other imposts that are paid by the merchants of the most friendly or favored nation; and that merchant vessels of the United States shall have liberty to pass the Canal of the Imperial Residence, and go and come in the Black sea, in like manner as vessels of the most favored nation.

The tariff of duties, as already stated, is based on an ad-valorem system, viz: Imports 5 per cent., and exports 12 per cent., including, as to both, internal duties. The value of merchandise may be revised every four or five years by commissioners on the part of the different governments, conjointly with agents appointed for that purpose by the Turkish government. The United States has, hitherto, appointed no commissioners for this adjustment of valuation; and it has been represented to the Department that the existing valuation on British merchandise, especially cotton goods and rum, subjects to heavy discriminations similar articles of the United States, owing chiefly to the difference in weight and prices.

Since the return of peace, many improvements, tending to facilitate and improve the commercial intercourse of Turkey with foreign nations, have been completed or projected. Among others, the light-house system has undergone extensive improvements, and uniform light-dues established for the Bosphorus and Dardanelles, viz: 50 piastres (between $2 00 and $2 50) for every 100 tons each strait, or 100 piastres per 100 tons for both, entering, and the same returning.

At Constantinople there are, properly speaking, no port charges; but a small fee is required on vessels passing through the Golden Gate to discharge their cargoes.

The idea of connecting the Mediterranean with the Red sea by means of a ship-canal across the isthmus of Suez has long been entertained. The level of the latter sea is known to be higher than that of the former by thirty-two feet, and the isthmus was at one time submerged. The levellings, with a view to a canal, which were prosecuted with care during the occupation of the French army, have been followed up by the viceroy of Egypt, and a plan of the work has recently been settled by a European commission of engineers assembled in Paris to discuss the details. This commission has rejected all plans involving indirect routes across Egypt, and has adopted the principle of a direct cutting from Suez to the Mediterranean. The entrance into the Mediterranean, to be called Port Saïd, will have an inner basin, and the channel will be 1,312 feet in breadth. The entrance at the Red sea, the port of Suez, will also have an inner basin, and the channel will have a breadth of 984 feet. Capital sufficient for the accomplishment of this work is said to have been subscribed, and the work actually commenced.

Another canal, which has long been contemplated, but opposed by Russia, as menacing the prosperity of Odessa and her trade in the Black sea and the Levant, is now considered in a fair way of accomplishment. This canal will be about fifty miles in length, connecting the Danube with the Black sea, and shortening the distance from Constantinople to Vienna some five hundred miles, besides obviating the difficult navigation and the pestilential miasma near the mouths of that river. A charter has been granted, and a company of capitalists organized.

GREECE.

THE commercial relations of the United States with Greece are regulated by treaty of December 10, 1837. This treaty is based upon principles of entire reciprocity in navigation and commerce between the two countries. Its principal stipulations are, that the vessels of each nation, whether laden or in ballast, from whatever place they come, shall be treated, in the ports of the other, on their entrance, during their stay, and at their departure, upon the same footing as national vessels coming from the same place, with respect to the duties of tonnage, light-houses, pilotage, and port charges, as well as to the perquisites of public officers, and all other duties or charges levied in the name or to the profit of the government, the local authorities, or of any private establishment whatever. Whatever merchandise may be lawfully imported into either nation by its own vessels, may also be imported in the vessels of the other, from whatever place they may come, without paying other or higher duties or charges, of whatever kind or denomination, levied in the name or to the profit of the government, the local authorities, &c., than when imported in national vessels. Similar equality is stipulated with respect to exports. No prohibitions to be established in either nation upon the products of the soil or industry of the other, unless such prohibitions shall also apply to similar products, the growth of any other country. All privileges of transit, and all bounties and drawbacks allowed in either nation, shall immediately become common to the other.

Duties in each country, on cargoes imported in vessels of the other, shall be charged only on such portions thereof as may be landed, and erased from the manifest of the importing vessel; but all duties, imposts, or charges whatsoever, which are or may become chargeable upon the vessels themselves, must be paid at the first port where they shall break bulk, or unlade part of their cargoes. It is also stipulated that the vessels of each nation, arriving in the ports of the other, provided with a bill of health, granted by an officer having competent power to that effect, at the port whence such vessels shall have sailed, shall be subjected to no other quarantine than such as may be necessary for the visit of the health officer of the port where such vessels shall arrive; after which, said vessels shall be allowed immediately to enter and unload their cargoes, subject only to such casualties as may have occurred during the voyage. The other stipulations relate to consular privileges, &c. The treaty to continue in force ten years, with the usual stipulation respecting its duration after that period.

Notwithstanding the liberal stipulations of the treaty, of which the preceding is a summary, the trade between the United States and Greece is very inconsiderable—few American vessels ever making the direct voyage to any port in that country. At the principal port of Greece (Piræus) no American vessel entered from the commencement of 1851 to the close of 1853. During the year first named, there entered that port from all countries, 355 vessels, measuring 42,159 tons; and there cleared 254 vessels, aggregating 30,148 tons; making a total of 609 vessels, with an aggregate of 72,307 tons. These vessels were mostly under the Greek, Turkish, English, or French flags—the two latter numbering, together, only 32 vessels, entered and cleared. During the same year, 120 Austrian steam-vessels, measuring an aggregate tonnage of 27,000 tons, entered the port of Piræus, viz: 72 from Trieste, and 48 from Turkey.

The value of imports at the port of Piræus in 1851 was $924,420; that of exports a little over $80,000.

In 1852 there entered 322 vessels, measuring 44,166 tons; and cleared, 287 vessels, of 45,008 tons; making a total of 609 vessels, with an aggregate tonnage of 89,174 tons. These vessels were under the Greek, Turkish, English, or French flags, ranking in number in the order, respectively, in which they are named.

The imports, this year, fell short of those for the preceding year, as shown by the following comparative summary:

Imports of all kinds into Piræus in 1851	$924,420
" " " 1852	757,020
Decrease in 1852	167,400

The imports into Greece through this port are, grains, sugar, coffee, yarn of cotton and wool, silks, iron and other metals, timber, cod and other salted fish, wines and spirits, paper, &c.

The countries usually participating in the foreign trade of the port of Piræus, are—

Turkey (imports from, in 1852)	$268,956
Austria " "	170,748
France " "	106,904
England " "	89,094
Tuscany " "	19,716
Other places " "	101,602
Total imports as shown above	757,020

Though Austria holds but the second rank in the above table, she usually enjoys the largest share of the foreign commerce of this port. An average calculation for a series of five or ten years would give the following result, without much variation:

Austria	24.74 per cent. of the whole.
Turkey	22.61 " "
France	19.87 " "
England	14.62 " "
Tuscany	7.84 " "
Other countries	10.32 " "

The next port of importance in Greece, after the port of Athens, is Syra. This port is situated among the Cyclades, on the eastern shore of the Grecian archipelago. Its commerce is rapidly increasing, owing, in a great measure, to its being a principal station of the Mediterranean steamers going to and from Constantinople. The imports average annually about $3,500,000, and the exports about $1,500,000. The flags participating in the foreign trade of this port are Greek, English, Austrian, Turkish, and French, in the order, as to rank, in which they are named. The chief articles of import are, cottons, woolens, manufactures of iron, grains, cotton yarn, coffee, timber, sugar, hides and skins, provisions. Exports of domestic produce are inconsiderable, though an extensive trade is carried on in re-exporting to other ports of the archipelago the imports of foreign nations.

The number of vessels entering and clearing at this port, annually, is about 6,875, measuring 379,000 tons.

The merchant marine of Greece in 1853, was 4,320 vessels, measuring an aggregate of 247,616 tons. Of these there were—

Under 30 tons	2,855	vessels,	aggregating	19,696	tons.
30 tons and over, of which 550 were from 200 to 500 tons	1,375	"	"	227,965	"
Total as above	4,230	"	"	247,661	"

Port charges:

In the ports of Syra, Nauplia, Piræus, Marathonensis, Pylos, Calamatu, Navarino, and Patras—

On vessels under 5 tons	free.
" of 20 "	9 liptas=1½ cents.
" above 20 "	12 " =2 "

In the other ports:

On vessels under 5 tons	.....	free.
" of 20 "	.....	6 liptas=1 cent.
" above 20 "	.....	9 " =1½ "

Permit of departure:

On vessels of from 5 to 20 tons	.....	50 liptas = 8⅓ cents.
" " 21 to 50 "	.....	1 drachma=16⅔ "
" " 51 to 100 "	.....	2 " =33⅓ "

For all other charges, port regulations, &c., see Consular Return, "Athens, Greece, February 6th, 1855," Part III.

IONIAN ISLANDS.

THESE islands, consisting of Corfu, Cephalonia, Zante, Santa Maura, Ithaca, Paxo, and Cerigo, situated in the Mediterranean, off the west coast of Greece, constitute a republic with the denomination of the United States of the Ionian Islands, under the immediate protection of the Queen of Great Britain. They comprise an area of about 1,092 square miles, and contain a population of 230,000, mostly of Greek descent. For upwards of 400 years these islands remained subject to Venice, constituting the Venetian Levant. By the treaty of Paris, 5th November, 1815, between England and Russia, it was agreed that the Ionian Islands should regulate their own internal organization, with the approbation of the protecting power, which should be represented by a lord high commissioner; that the merchant flag of the new states should be acknowledged as that of a free and independent state, and that Austria should enjoy equal commercial privileges with Great Britain in its commerce with the republic. This treaty was acceded to by all the representatives of the allied powers, then negotiating at Paris, and by the Grand Sultan and the King of the Two Sicilies.

The ports of the islands are Corfu, Cephalonia, Zante, Santa Maura, Ithaca, Cerigo, and Paxo. These are free ports, at which all kinds of merchandise may be stored in designated warehouses, free of any duties or charges, except rent, porterage, and other minor expenses, which are regulated by special tariffs.

There is no treaty between the United States and the Ionian republic, and the commercial intercourse between the two countries is subject to the various restrictions which apply to non-equalized vessels. These restrictions are, higher tonnage duties, light dues, port charges, &c.

The following items will illustrate these discriminations:

Charges for clearance, including bill of health, muster-roll, anchorage, and light dues, on an Ionian or equalized vessel of from 250 to 300 tons	$8 10
Charges, &c., including as above, for a non-equalized vessel of from 250 to 300 tons.....	10 84

Other restrictions and discriminations exist in favor of equalized flags, especially in the transhipment of merchandise from one port to another, which confer such advantages on vessels coming under this category, as to preclude all competition on the part of those belonging to the other class. Merchandise transhipped, as above, in the former, is exempt from every extra charge; in the latter, three-fourths of the original duty is exacted on all merchandise paying specific duties, and 5 per cent. on such as pay ad-valorem duties. These discriminating duties amount, in the aggregate, to about 14 per cent. against non-privileged vessels.

There entered, in the year 1851, into all the Ionian ports, 1,435 vessels, measuring 169,144 tons; and there cleared 1,401 vessels, measuring 164,780 tons; making, in all, 2,836 vessels, measuring 333,924 tons.

The flags of these vessels represented fourteen different nations, among which the United States is not included. Indeed, it is but seldom that a United States vessel is found in any of

the Ionian ports, nor can we look for any direct trade between the two countries so long as the present restrictions exist. Their removal can be effected by treaty or convention only; and negotiations to this end, under the constitution of the Ionian republic, must originate at London, as all diplomatic questions and conventions between these islands and foreign states must be conducted by the government of the protecting power.

The exports of these islands are raisins, olives, olive-oil, honey, soap, silks, and wine; and the imports are coffee, sugar, wines, brandy, grain, cured fish, manufactures of wood, wool, cotton, iron, &c.

Currants and raisins constitute one of the heaviest of exports from these islands, the annual produce of currants amounting to some 12,000,000 pounds; but of late years the producers have had to contend with a disease called "the blight," for which sulphur has proved to be the only efficient remedy. Notwithstanding the partial failure of the crops from this cause, for four consecutive years, the exports of currants in 1855 show an active and remunerating trade. The following summary for this year will give some idea of the extent of the currant trade of the republic:

	Pounds.	Pounds.
Zante exported to England	701,931	
" Trieste	85,367	
distilled	1,002,702	
Total		1,790,000
Cephalonia exported to England	4,868,400	
" Trieste	435,486	
distilled	576,113	
existing in stores	120,000	
Total		5,999,999
Ithaca shipped for Trieste	46,000	
distilled	4,000	
Total		50,000
Santa Maura about		10,000
Grand total		7,849,999

The average price at which currants are sold is $122 50 per 1,000 pounds; and the average returns, or rather gross receipts, are annually about $700,000.

The exportation of olive-oil is another leading source of revenue to the Ionian Islands. The following summary gives a fair average exhibit of exports annually:

	Barrels.	Barrels.
Zante exported in 1855	4,311	
in stores	62,189	
local consumption and soap factories	3,500	
Total		70,000
Corfu exported the same year	8,900	
in stores	188,100	
local consumption	3,000	
Total		200,000
Santa Maura, Ithaca, Cephalonia, and Paxo		60,000
Total produce of the year		330,000

The average annual price is $9 50 per barrel, which would raise the amount derived from olive-oil, if the whole quantity were sold, to $3,135,000 per annum.

Great efforts have been made to promote the cultivation of tobacco in these islands, but with very doubtful success, owing to the want of soils adapted to the plant. Corfu, Cephalonia, and Santa Maura are the only islands on which it can be raised; but the quality is inferior, and even the quantity is so inconsiderable that cargoes of tobacco are regularly imported to supply the consumption of the islands.

Among the articles of import, sugar and coffee are those in which American bottoms could, were the navigation dues equal, successfully compete with the European flag. In 1855 Holland alone imported nine hundred tons of sugar into the islands. The coffee is usually imported direct from Brazil. In 1855 the quantity imported reached 1,200,000 lbs.

The usual exports of the United States, which reach the Ionian republic, are coffee, rosin, cigars, tobacco, and manufactured articles, such as furniture, cottons, &c., the annual value of which cannot be accurately ascertained. In 1852 the value of coffee, rosin, cigars, and furniture, exported from the United States to one of the Ionian ports (Zante), was $5,499 32, on which the Ionian treasury received, in duties, $766 84.(*a*)

The exports from the same port to the United States were:

1851.—Currants..... 870,412 lbs. : Value..... $22,196 : Export duty..... $3,903
1852.— Do. ..... 471,746 " Do. ..... 16,076(*b*) Do. 2,721

Under a system of commercial equality with privileged nations, the United States flag could successfully compete with the flags of all other nations in the importation of wheat, flour, Indian corn, rice, sea-bread, salted meat and salted fish, tobacco, sugar, coffee, and timber. As regards the quantities of these staples, respectively, which might find a market in the Ionian ports, there are no data accessible upon which to base any calculation. These staples, however, are always in demand in the different ports of the Ionian republic; and an approximate estimate as to the quantities which might, with safety, be annually exported from the United States to these markets, may be formed from an official return from one port (Zante) in the possession of the Department. This return gives the aggregate value of these staples, annually consumed in that consular district, at $1,539,528. Wheat, Indian corn, cured fish, coffee, rice, and timber occupy the first rank in these staples.

In 1853 there entered at the different ports of the Ionian Isles 1,380 vessels, measuring, in the aggregate, 153,552 tons; and cleared 1,383 vessels, with an aggregate of 152,768 tons; making a total movement of 2,763 vessels, and 306,320 tons. An analysis of the trade in 1853, as compared with that of the preceding year, will show a decrease of, entered, 160 vessels, measuring an aggregate of 25,979 tons; and of cleared, 101 vessels, with an aggregate of 22,750 tons. The number of vessels under the British, Austrian, and Greek flags diminished—the latter showing the greatest diminution.

The value of imports in 1853 was as follows:

For consumption.....	17,070,580	francs.
Warehoused.....	6,292,620	"
Total.....	23,363,200	"

(*a*) From "Commerce and Navigation" for 1852, it appears that only one vessel, and that under the Austrian flag, entered the United States from the Ionian Islands that year.

(*b*) The prices given, as well as those assigned to this article in "Commerce and Navigation" for 1851, and also for succeeding years, are far below the rates given in the official returns of sale at the islands. The article must be very inferior to bring less, at the port of shipping, than $122 50 per 1,000 lbs. In the United States Treasury returns, they are rated, some years, as low as $20 per 1,000 lbs.

Value of exports:

Domestic products	8,316,330	francs.
Foreign products	7,365,970	"
Total	15,682,300	"

Compared with the trade of 1852, the imports of this year show an increase of 3,777,900 francs, and the exports an increase of 5,286,600 francs; or a total increase of 9,064,500 francs. Of this increase, cereals, sugar, and tissues of cotton and wool, all from England, bore the principal part. In exports, the increase fell almost exclusively on olive-oil and currants, if we except 1,695,300 francs, the value of various kinds of tissues re-exported from the different ports of the islands. The value of soap and wine, also products of the islands, show an increase of 356,000 francs.

In remarking upon the chief products of the Ionian Islands, it is stated, in reference to the soap manufactured at Zante and Corfu, that, for some time past, they have used in its preparation a kind of chalk imported from England in the vessels of that kingdom. The use of this earth in the manufacture of soap deteriorates its quality, and will result, unquestionably, in throwing it altogether out of the foreign market.

The trade of 1854 gives the total number of vessels entered and cleared at 2,778, measuring an aggregate of 309,387 tons. Compared with 1853, these figures show an increase of, entered and cleared, 15 vessels, with an aggregate increase of 3,067 tons. These all entered, with the exception of 1 vessel of 1,781 tons.

In 1854, the value of trade was:

Imports.—For consumption	19;528,000	francs.
Warehoused	9,306,900	"
Total	28,834,900	"
Exports.—Domestic products	9,339,175	francs.
Foreign "	8,529,225	"
Total	17,868,400	"

The total trade of 1854 was thus 46,703,300 francs. In comparing this with the figures for 1853, an increase is shown in imports of 5,471,700 francs, and of exports, 2,186,100 francs; making a total increase of 7,657,800 francs.

In imports, about three-fifths of the increase in value fell upon grains, though in quantity, there was a decrease of 35,000 hectolitres(*a*) compared with 1853. This was occasioned by the high price of grain of all sorts. The remaining two-fifths of the increase fell upon cattle, coffee, sugar, tissues of cotton, and miscellaneous articles.

The nations that supplied the islands in 1854 were, chiefly, England, Germany, Greece, Turkey, and Russia. France sent crystals, hides, sugar, tissues, wines, and sundries, to an amount, in value, of about 2,000,000 francs. The sugars were shipped from the refineries of Marseilles, and were borne under the Greek flag, to Corfu. In exports, olive-oil, soap, wine, and some other secondary products of the soil and industry of the islands, were the chief articles which exhibited an increase over the returns of 1853. Notwithstanding the bad yield of currants in 1854, over 6,000 hectolitres of wine were exported to Trieste, Venice, and Malta.

(*a*) Each about 2¾ bushels.

The value of the commerce of Great Britain with these islands is thus given:

1853.—Imports	2,896,000	francs.
Exports, British	2,914,000	"
" foreign and colonial	669,000	"
Total	6,479,000	"
1854.—Imports	2,531,000	francs.
Exports, British	3,224,000	"
" foreign and colonial	447,000	"
Total	6,202,000	"

For moneys, weights, and measures, see Consular Returns, "Zante, September 6th, 1854." Part III.

Comparative statement of the commerce of the United States with Turkey, Levant, &c.,(a) exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$115,553	$49,546	$165,099	$781,517	6,165	1,897	2,724	----------
1846	126,193	73,910	200,103	760,998	7,399	3,208	1,477	----------
1847	61,570	65,672	127,242	577,710	4,672	1,118	342	----------
1848	114,830	110,321	225,151	406,028	3,950	1,966	441	230
1849	193,876	85,120	278,996	374,355	3,994	1,912	670	300
1850	204,397	53,344	257,741	801,023	6,879	2,689	429	----------
1851	162,204	65,529	227,733	901,236	6,911	4,268	2,109	----------
1852	265,825	50,371	316,196	579,691	7,273	3,909	1,364	322
1853	207,358	79,981	287,339	732,066	7,741	4,514	674	----------
1854	219,496	105,702	325,198	803,114	10,018	3,948	----------	569
1855	794,259	163,780	958,039	834,481	9,789	8,455	2,642	902

(a) This statement embraces, in aggregate, all returns given in the Treasury reports for the years designated under the various heads, in different years, of Turkey; Turkey, Levant, &c.; Turkey, Levant, and Egypt; Turkey in Europe and Turkey in Asia; and also of Egypt, Greece, Ionian Islands, and Ionian republic.

AFRICA GENERALLY.

AFRICA GENERALLY.

BARBARISM, with all its attendant evils—ignorance, superstition, and cruelty—still characterizes not only the several governments, but most of the countries of Africa, if we except Egypt, the European settlements, and the republic of Liberia. Balbi, the distinguished Venetian geographer, in his great work, *Balance Politique du Globe*, remarks: "The title of African statistics may be rejected as absurd;" and, hence, he persisted for a long time in his determination of excluding Africa, Oceanica, and the greater part of Asia, from consideration. Since Balbi composed his work, however, civilization has made encouraging progress in some portions of Western Africa. Point Gallenas has been brought within the limits, and under the humanizing influences of a young, vigorous, and Christian republic. Where the slave factories once stood, pulpits are now erected; and savage tribes, and barbarous chiefs, instead of warring with each other for human plunder, have cast away the implements of carnage, and now seek a common protection in the plough and the gospel.

Geographically, Macgregor divides Africa into seven great regions:

1st. The region of the Nile, under which may be comprised Egypt, Nubia, and Kardafan.

2d. The region of the north, situated between the Mediterranean and the great desert of Sahara, and extending from Egypt west to the Atlantic, generally known as the States of Barbary—namely, Morocco, Tunis, and Tripoli. The soil and climate of this region are eminently favorable to the culture and growth of the choicest productions.

3d. The third region comprehends the vast desert of Sahara, west from Fezzan and Darfour to the Atlantic, and south from the Barbary States to Senegambia, Soudan, and Bornou.

4th. The fourth region comprehends Nigritia, or Western Africa, extending from the south boundary of the western desert to the south boundary of Benguela, in about latitude 16° south, including the republic of Liberia.

5th. The fifth region comprehends the Cape of Good Hope colony; the country of the Caffres and Hottentots; and the extensive, dry desert coast north of the Hottentot country, to Benguela, and the great unknown southern desert.

6th. The sixth region, or Eastern Africa, extending along the sea-coast, and to an unknown inland limit, from Delagoa bay, in latitude 26° south, to the frontiers of Abyssinia.

7th. The seventh region comprehends the states of Abyssinia and Somaula, extending from Cape Ras-asser, or Guardafo, to Zeylah, and along the Red sea to the territories of the Pacha of Egypt.

Of the seven divisions thus given by Macgregor, the 1st, 4th, 5th, and 6th, only, possess any commercial importance: the first, comprising the Barbary States; the fourth, the republic of Liberia; the fifth, the colony of Good Hope, (some account of which will be found in the Digest of British Colonial Possessions); and the sixth, the African possessions of the Sultan of Muscat, including the island of Zanzibar.

BARBARY STATES.

UNDER the collective denomination of Barbary States, are grouped together the countries which form the northern coast of Africa, viz: Morocco, Tunis, and Tripoli. Prior to the submission of Algeria to the French arms, this division was also comprehended under the same general name. Being now a French colony, it is included in the Digest of French Colonial Possessions.

EMPIRE OF MOROCCO.

Morocco is one of the most powerful of the Barbary States, and comprises an area of 220,000 square miles, with a population estimated at 8,500,000. Although agriculture is in the most backward state, the soil yields, in great abundance and of the finest quality, wheat, barley, maize, olives, hemp, and cotton; and lemons, grapes, figs, oranges, almonds, and various fruits are grown in the greatest profusion. The sugar-cane, the tobacco-plant, and the date-tree thrive wherever they are cultivated. Under a liberal government, and with ordinary industry, Morocco could be made one of the most productive countries in the world. Islamism, however, wherever it extends, spreads its withering blight over every branch of industrial improvement.

Among the varied physical resources, are mines of iron, tin, copper, antimony, and salt; the last of which only appear to be worked.

Two treaties of peace, friendship, &c., and for the security of persons and property, have been concluded by the United States with Morocco; the former bearing date January, 1787, and the latter, September, 1836.

The principal stipulations relating to trade and commerce, in the treaty of 1836, are embodied in the following summary:

Art. 8. If any vessel of the United States shall meet with a disaster at sea, and put into one of our ports to repair, she shall be at liberty to land and reload her cargo without paying any duty whatever.

Art. 14. The commerce with the United States shall be on the same footing as is the commerce with Spain, or as that with the most favored nation for the time being; and their citizens shall be respected and esteemed, and have full liberty to pass and repass our country and seaports whenever they please, without interruption.

Art. 15. Merchants of both countries shall employ only such interpreters and such other persons to assist them in their business as they shall think proper. No commander of a vessel shall transport his cargo on board another vessel; he shall not be detained in port longer than he may think proper; and all persons employed in loading or unloading goods, or in any other labor whatever, shall be paid at the customary rates, not more and not less.

Art. 17. Merchants shall not be compelled to buy or sell any kind of goods but such as they shall think proper, and may buy and sell all sorts of merchandise but such as are prohibited to the other Christian nations.

Art. 18. All goods shall be weighed and examined before they are sent on board; and, to avoid all detention of vessels, no examination shall afterwards be made, unless it shall first be proved that contraband goods have been sent on board; in which case the persons who took the contraband goods on board shall be punished according to the usage and custom of the country, and no other person whatever shall be injured, nor shall the ship or cargo incur any penalty or damage whatever.

Art. 19. No vessel shall be detained in port on any pretence whatever, nor be obliged to take on board any article without the consent of the commander, who shall be at full liberty to agree for the freight of any goods he takes on board.

The treaty to continue in force fifty years, with the usual twelve months' notice after the expiration of that period.

The principal ports of Morocco are Mogador, on the Atlantic, with a safe harbor for vessels of 150 tons; Tangier, Tetuan, Dar al Baida, Mazagan, Saffi, Rabat, and Laroche.

The import duties are often arbitrarily raised, and frequently corruptly levied. With the exception of cochineal, coffee, cotton, iron, raw silk, sugars, and tea, on which articles there are specified duties,(*a*) and tobacco, which can be sold only to the temporary assignees of the Emperor's monopoly,(*b*) a general duty of 10 per cent. is levied on all imports. Besides tobacco, the Sultan reserves the monopoly of brimstone, gunpowder, and lead. Every article entering into the export trade of Morocco is subject to arbitrary, and frequently oppressive duties. On leeches and cork-bark the Sultan retains the monopoly, which is annually sold to the highest bidder, and sometimes adds to the Sultan's revenue as much as $100,000 per annum. If we compare this large amount with the total value of these articles annually exported, viz: leeches $120,000, cork-bark $110,000 (about 50 per cent. of which is paid for the monopoly), it can be seen at once how much the trade in these articles is affected by these burdensome internal taxes.

Morocco maintains an extensive trade with the interior of Africa by caravans, the principal of which usually accompanies the pilgrims across the whole continent of Africa to the Red sea, and the tomb of Mahomet, at Mecca. The value of the investments in this caravan has been usually estimated at $2,000,000. The caravans trading with the interior depart from Tetuan, Morocco, and Fez, and meet at Tafilet, in order to cross together the great desert of Sahara.

The trade between the United States and the empire of Morocco is principally indirect, through the ports of Marseilles and Gibraltar, and is conducted for the most part in French and British bottoms. It is suggested to the Department of State, by the United States consul at Tangier, that this carrying trade could be secured to American vessels if our import duties on produce in general of Morocco, especially on coarse wool, were reduced to the same standard that rules in England.

In 1853 the carrying export trade of the United States to Morocco, amounting to $84,000, was entirely effected in foreign vessels. In 1852, of the 474 vessels of all sizes, measuring an aggregate of 30,426 tons, engaged in the foreign trade of the empire, there were but four American vessels, measuring in all 1,100 tons.

The imports into the United States from Morocco consist of coarse wool, gums, skins, ostrich feathers, &c. The exports from the United States to Morocco are raw cotton, coarse domestics, brown sugar, rice, and tobacco. The latter article is supplied almost exclusively from the United States.

Subjoined are submitted such statistics of the commercial movements of the different ports of Morocco, from 1847 to 1854, as will sufficiently exhibit the general trade of this empire.

In 1848 the maritime commerce of Morocco reached 15,046,979 francs ($2,798,738), viz:

Imports.—Merchandise.....	8,747,504 francs.	*Exports.*—Merchandise.....	5,689,275 francs.
Specie.....	253,800 "	Specie.....	356,400 "
	9,001,304 "		6,045,675 "

In this general movement the returns assign to the port of Mogador amounts as follows:

Imports	2,281,038 francs.
Exports	2,584,804 "
Total.....	4,865,842 "

(*a*) See for these duties, Consular Return, dated "Tangier, July 13, 1854." Part III.

(*b*) When thus sold, it is admitted free; the price of the monopoly varying according to the number of bidders, but usually reaching as high as $100,000. The assignee realizes from net sales about $180,000.

This leaves 10,181,137 francs for the other ports—Magazan, Tangier, Tetuan, Dar al Baida, Laroche, and Rabat.

For the purpose of comparison, the general movements for 1847 are given as follows:

Imports	7,077,208	francs.
Exports	6,910,946	"
Total	13,988,154	"

Compared with 1846, these figures show a diminution of 390,547 francs; but when compared with the returns for 1848, they exhibit an increase of 1,058,825 francs, exclusively on imports.

The diminution principally affects the trade with France; thus, in 1847, the trade of this country with Morocco amounted to 2,314,154 francs—(imports 520,965, exports 1,793,189)—while in 1848 it fell to 1,656,386 francs—(imports 404,906, and exports 1,251,480)—showing a decrease of 657,768 francs. With every other country engaged in this trade there was an augmentation in 1848, both in imports and exports. In one article, rather suspiciously called "Americanos," England largely augmented her export trade to Morocco—the whole increase in 1848 being upwards of one million and a half of dollars. This description of merchandise is thus explained in an official despatch transmitted to the Department of State from Tangier: "Throughout the whole empire, from the Sultan down to the lowest subject, the article which we call 'coarse domestics' is used under the appellation of *Americanos*. It is the principal article of import, and is an imitation, by the manufacturers of Manchester, England, of the coarse domestics of Massachusetts. * * * * * It took with the Moors, who were so enthusiastic in their praise of it, that the English manufacturers despatched an agent to this country to examine and report on the fabric, and the probable demand. They then set to work to manufacture an article in every respect similar; and, stealing the name, they managed to undersell our countrymen and monopolize the market."

The tabular statements that follow, giving a condensed view of the trade and navigation of Morocco, are brought down to the latest period for which authentic data are accessible. They are compiled from French official publications:

Tabular statement exhibiting the trade of Morocco, in francs, for 1848, *compared with* 1847.

Ports.	IMPORTS.		EXPORTS.	
	1847.	1848.	1847.	1848.
Tangier	1,695,000	2,904,000	1,102,000	1,090,000
Tetuan	1,086,000	1,829,000	536,000	459,000
Laroche	561,000	1,187,000	320,000	251,000
Rabat	935,000	229,000	648,000	398,000
Dar al Baida	375,000	428,000	1,157,000	929,000
Mazagan	340,000	143,000	317,000	336,000
Mogador	2,085,000	2,281,000	2,830,000	2,585,000
Total	7,077,000	9,001,000	6,910,000	6,048,000

Official returns give to England the principal share of this trade—an advantage which she enjoys, partly because of the proximity of Gibraltar, but mainly because she monopolizes the large bulk of the carrying trade between the United States and Morocco.

Navigation of Morocco in 1848, *compared with that of* 1847.

Years.	VESSELS.		Total tonnage.
	Entered.	Cleared.	
1848	297	225	23,346
1847	316	297	32,434
Decrease in 1848	19	72	9,088

The general foreign commerce of Morocco in 1850, *compared with that of* 1849, *in francs.*

Years.	Imports.	Exports.	Total.
1850	9,114,000	8,384,000	17,498,000
1849	10,531,000	8,416,000	18,947,000
Decrease in 1850	1,417,000	32,000	1,449,000

The commerce for these years was thus distributed between the ports of Morocco:

Ports.	IMPORTS.		EXPORTS.	
	1849.	1850.	1849.	1850.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Tangier	2,136,000	1,614,000	1,549,000	1,048,000
Tetuan	2,497,000	523,000	1,115,000	517,000
Laroche	983,000	515,000	332,000	356,000
Rabat	1,387,000	1,804,000	477,000	1,145,000
Dar al Baida	716,000	840,000	1,625,000	1,116,000
Mazagan	63,000	495,000	348,000	410,000
Mogador	2,756,000	3,323,000	2,970,000	3,792,000
Total	10,538,000	9,114,000	8,416,000	8,384,000

The following table, taken from French official returns, will show the countries which participated in this trade, and the amounts, in francs, belonging to each:

Countries.	Imports.	Exports.	Total.
England	6,544,000	4,882,000	11,426,000
France	1,978,000	3,109,000	5,087,000
Spain	241,000	187,000	428,000
Portugal	237,000	23,000	260,000
Sardinia		140,000	140,000
Belgium	70,000	43,000	113,000
Austria	44,000		44,000
Total	9,114,000	8,384,000	17,498,000

The imports, these years, consisted of cottons (*Americanos*) and woolen cloths, raw silk, iron, steel, copper and lead, sugar, coffee, grains, drugs, hardwares, tea, and specie; the exports were wool, hides and skins, leeches, gums, olive-oil, Morocco leather, and ostrich feathers.

Navigation.—The following table exhibits the navigation of the ports of Morocco in 1850:

Nationality.	No. of vessels.	Tonnage.
England	612	33,685
France	157	18,089
Spain	49	1,889
Portugal	32	2,129
Turkey	14	1,840
Other countries	13	1,523
Total	877	59,155

In 1853 the commercial movements at the port of Mogador reached, imports and exports united, 10,592,245 francs; of which imports covered 4,984,220 francs, and exports 5,608,025 francs. In 1852 the total was only 6,920,525 francs; of which, for imports, there were 3,267,175 francs, and for exports 3,653,350 francs. There was therefore an increase in 1853 of—

Imports ..... 1,717,045 francs.
Exports ..... 1,954,675 "

Making a total of ..... 3,671,720 "

The imports in 1853 are thus classified:

Tissues of cotton ..... from France and England ..... 2,206,450 francs.
Specie ..... " England, France, Belgium, and Spain ..... 1,867,700 "
Hardware ..... " England, France, and Belgium ..... 135,275 "
Tissues of wool ..... " England and France ..... 91,525 "
Sugar ..... " England, Belgium, and France ..... 81,500 "
Iron ..... " England and France ..... 73,100 "

The exports for the same year were distributed as follows:

Olive-oil ..... to England, France, Belgium, and Spain ..... 2,172,175 francs.
Almonds ..... England, France, and Belgium ..... 1,346,850 "
Wool, washed ..... England, France, Belgium, and Spain ..... 666,500 "
Gum of Soudan ..... England, France, and Belgium ..... 414,025 "
Gum of Morocco ..... England, France, and Spain ..... 395,325 "
Wax ..... England, France, and Spain ..... 246,375 "
Hare skins ..... France, Spain, and Portugal ..... 241,150 "

Navigation returns show that 57 vessels entered, measuring, in all, 7,483 tons, viz:

England ..... 37 vessels. | Belgium ..... 1 vessel.
France ..... 9 " | Spain ..... 1 "
Portugal ..... 2 " | Other nations ..... 7 "

The trade of this port (Mogador) in 1854 exhibits a total value of 5,946,095 francs; of which there was for—

Imports ..... 2,810,045 francs.
Exports ..... 3,136,050 "

Five nations appear to have participated in the import trade this year, viz:

Great Britain	2,014,050 francs.
France	333,650 "
Sardinia	55,825 "
Portugal	23,125 "
Spain	22,000 "

The exports were distributed thus:

Great Britain	2,151,475 francs.
France	407,400 "
Portugal	46,925 "
Spain	34,725 "
Belgium	24,050 "

The navigation of Mogador this year was:

Vessels entered	32	Tonnage	3,720 tons.
Cleared	36	Do.	4,220 "
Making a total of	68	Do.	7,940 "

The navigation was distributed as follows:

England	Entered	16 vessels	Cleared	19 vessels.	
France	"	4 "	"	2	"
Portugal	"	3 "	"	3	"
Spain	"	2 "	"	2	"
Sardinia	"	1 "	"	0	"
Other nations	"	6 "	"	10	"

Port charges.—The port charges and dues are simply for anchorage, and vary from $2 to $25, with a gratuity to the port captain of from $2 to $4. This gratuity secures the services of this officer in obtaining abundant provisions and other supplies for the vessel free of duty. The anchorage dues, as above, range between the two extremes, according to the friendly or unfriendly terms which may subsist between the local authorities and the consul of the nation the flag of which the vessel may bear.

REGENCY OF TUNIS.

The state of Tunis possesses nearly the same natural advantages of soil and climate as Morocco. In ancient times it was one of the granaries of Rome, supplying wheat, maize, barley, olives, grapes, dates, and other fruits. Tobacco, cotton, and indigo have recently been introduced as articles of culture, and small quantities of saffron and opium are also raised. The principal manufactures of Tunis are of red caps, exported to all parts of the Mediterranean; of soap, at Susa chiefly; and of woolen, silk, and linen fabrics, and Morocco leather. The chief imports by sea are cochineal, raw silk, coffee, sugar, Spanish wool, (to make *tarbouches*, or red caps,) wines, specie, &c. Caravans arrive annually from Central Africa, bringing slaves, senna, ostrich feathers, gold-dust, gum, and ivory, which are bartered for manufactured goods, spices, and gunpowder; while others, from Constantinople, bring wax, dried skins, cattle, and sheep, in return for muslins and other woven fabrics, Tunis mantles, colonial produce, essences, &c.

There are no official or reliable data from which the value of the general foreign export trade of Tunis can at the present time be gathered. The following statement of the average annual

exports is based upon an estimate made by the French consul, and found in Macgregor's Commercial Regulations:

Olive-oil	4,000,000	francs.	Sponges	200,000	francs.
Wool	1,500,000	"	Wax	40,000	"
Red caps (tarbouches)	1,800,000	"	Hides	230,000	"
Other woolens	509,000	"	Senna	50,000	"
Wheat and pulse	280,000	"	Soap	60,000	"
Nuts, dates, &c	90,000	"	Elephants' teeth and gold-dust	400,000	"
Cattle	100,000	"			

Total average of exports 9,259,000 francs, or nearly $2,000,000.

The principal port is Tunis, situated on a salt lake, communicating with the sea by a canal or strait. Large ships anchor in the road or bay. The other chief ports are Biserta, Farina, Hammamet, Sfax, and Gerbis.

The commercial relations between the United States and Tunis are regulated by treaty of February 24, 1824.

The stipulation relating to commerce is as follows: All vessels belonging to the citizens and inhabitants of the United States shall be permitted to enter the ports of the kingdom of Tunis, and freely trade with the subjects and inhabitants thereof, on paying the usual duties which are paid by other most favored nations at peace with the regency; and the same privileges are extended to all vessels belonging to the subjects and inhabitants of the kingdom of Tunis in the ports of the United States.

No official data are at hand upon which to base an estimate of the character or value of the trade between the United States and this regency.(*a*) Macgregor gives a statement of the imports into and exports from Tunis in 1839, of which the following is a summary:

Imports	8,089,000	piastres	= 25 cents each.(*b*)
Exports	5,376,000	"	
Total	13,465,000	"	= $3,366,250

In this total the United States figured for:

Imports from Tunis	238,000	piastres.	
Exports to "	268,000	"	
Total	506,000	"	= $126,500

In 1842 there entered 341 vessels, with an aggregate of 33,321 tons; and there cleared 331 vessels, measuring an aggregate of 33,425 tons.

The trade is conducted chiefly under the British, Maltese, French, Neapolitan, Sardinian, Tunisian, and Austrian flags. These import wine, spirits, iron, sugar, coffee, cotton, beans, and manufactured goods; and carry back wool, hides, wax, barilla, sponge, oil, almonds, salted fish, nuts, bones, dates, corn and meal, wax, soap, tissues of wool, &c., and leeches.

(*a*) There is no direct trade, it is believed, between the United States and Tunis, commercial movements passing mainly by way of Malta and Marseilles.

(*b*) The present value of the piastre is about 12½ cents.

The authority cited gives the navigation duties in the different ports of Tunis as follows:

Duties.	Tunis.	Susa-Monastier.	Sfax & Gerbis.
Anchorage duties	(a) $2 62½	$1 06¼	$1 06¼
Captain of port tax	----------	25	31¼
Water tax	1 25	12½	----------
Odabushi tax(b)	65	----------	----------
Total	4 52½	1 43¾	1 37½

Besides these fixed charges, there are also incidental expenses peculiar to Tunis, viz: 1st. All vessels which enter the Goletta canal for repairs, or for any other purpose, pay an entrance and departure duty of $5, and $1 25 besides, daily, if the vessel is above 50 tons; 2d. A vessel taking in ballast from the land is taxed $3 75; 3d. On every vessel which finds itself unsafe in the roadstead, on account of the bad quality of its cable, or from any other reason, and wishes to get under the shelter of the mole of the Goletta, a duty of 12 caroubes (18¾ cents) per ton is imposed so long as it remains there, renewable every six months. Besides this duty, the captain of the port receives 75 cents.

In addition to the foregoing, the following information is condensed from official returns communicated to this Department:

The total port charges on entering the Goletta (the harbor of Tunis) amount to $6 50 for lights, anchorage, health officer, &c., for vessels of over 30 tons; under 30 tons, one-half that charge. These charges apply alike to all vessels, either Tunisian or foreign.

Export duties—inconsiderable, however—are levied upon oil, wool, and soap.

The import duties on goods and merchandise are regulated by treaty, and amount to 3 per cent.

The articles from the United States which usually find a good market in Tunis are rum, tobacco, small freights of flour, cheap cotton fabrics, provisions, cheese, salt beef, dried beef, hams, pickles, and biscuit; but it would not be advisable to risk large cargoes of these articles.

The coasting trade is permitted to all foreign vessels, without paying any other duty than those named in the tariff.

The quarantine regulations are: Quarantine of observation, fixed at 10 days, is only required 7 or 8 days, though the vessel pays for 10; and when coming from any port in the Mediterranean, she pays $1 25 per day. Besides this tax, others are levied, amounting in the whole to $25 62½.

On vessels from the Levant, these taxes, according to Macgregor, are levied for 20 days, and amount to 202 p. 8c. ($50 52). (c) These are the rates at the port of Tunis. At the other ports the quarantine of observation is usually 10 days; expenses nearly the same.

TRIPOLI.

This regency is the most advanced of all the Barbary States in civilization. It possesses a vast sea-coast, extending 350 leagues, from Tunis to Egypt. With the exception of where the desert meets the sea, near Monktar, the northern or maritime part of Tripoli, for a few miles from the coast, has the same fertility and productions as Morocco and Tunis. Its area is esti-

(a) According to the present value of the piastre, these charges are reduced one-half.

(b) Paid to the officer who grants the bill of health.

(c) At the old rate of 25 cents to the piastre—the real value is variable, and is, at this time, equal to about 12½ cents.

mated at 100,000 square miles, with a population of 1,800,000. Its products are corn and fruits in great variety and abundance; also cotton, silk, tobacco, saffron, madder, and castor-oil. In the interior, senna, dates, and galls are the principal staples. The exports consist of dates, olives, straw mats, earthenware, and other domestic manufactures, partly exported by sea, and partly disposed of, in barter, to Bedouin traders. The other manufactures of Tripoli are carpets, thick cloaks, camlets, goats-hair sacking, prepared skins, Morocco leather, and potash. These, together with the produce of Central Africa, which annually arrives in caravans, are exchanged for European and colonial goods.

The principal trade of Tripoli is with Malta, Tunis, and the Levant. The seaports are Tripoli, Bengazi, and Dernah, with several others of little or no importance.

The navigation and commerce of the two principal ports, for a series of years, are thus given by French authorities: In 1846, there entered—Turkish vessels, 108; Greek, 35; Tuscan, 14; Maltese, 14; French, 14; Russian, 4; English, 3; Sardinian, 1; Austrian and Sicilian, each 1—total 195 vessels; of which, 167 were laden with merchandise, valued at 1,872,000 francs. During the same year there cleared—Turkish vessels, 78; Greek, 25; Tuscan, 15; Maltese, 18; French, 14; English, 3; Russian, 2; Sardinian, 2; Austrian and Sicilian, each, 1—total 159 vessels; of which 121 were laden with produce, valued at 983,000 francs.

In the port of Bengazi, there entered the same year, 142 vessels, of which 113 were laden Provisions (chiefly barley) and tobacco are extensively and profitably imported into Tripoli. This trade is chiefly monopolized by the Turks, Greeks, and Russians. The vessels of these countries trade with the ports of the Levant, carrying to those places cargoes of salt taken on board at Zoara.

The commercial movements of the regency of Tripoli in 1851 amounted to 8,812,000 francs, viz:

Imports	2,995,000	francs.
Exports	5,817,000	"
Total	8,812,000	"

The trade of the port of Tripoli this year is thus given:

Imports	2,297,000	francs.
Exports	3,524,000	"
Total	5,821,000	"

Navigation returns for this port in 1851 are condensed as follows:

Entered	204	vessels	18,360	tons.
Cleared	191	"	16,879	"
Total	395	"	35,239	"

The returns of trade for 1852, for all the ports of Tripoli, show an increase over the trade of 1851, of 105,712 francs.

The imports for this year were, in value	3,895,014	francs.
Exports	5,022,698	"
Total	8,917,712	"

The figures given for 1853 show an increase over those for 1842 of 2,439,488 francs, viz:

Years.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
1853	4,967,200	6,390,000	11,357,200
1852	3,895,014	5,022,698	8,917,712
Increase	1,072,186	1,367,302	2,439,488

The following tables show how the foreign trade of Tripoli was distributed in 1852 and 1853:

Countries.	IMPORTS.		EXPORTS.	
	1853.	1852.	1853.	1852.
	Francs.	*Francs.*	*Francs.*	*Francs.*
Malta	1,667,000	1,648,000	2,698,000	2,133,329
Turkey	390,000	404,000	1,454,000	1,350,000
Egypt	285,000	152,000	150,000	60,000
Tunis	226,000	184,000	607,500	310,000
Tuscany	727,000	791,000	861,000	837,379
France	867,000	554,000	614,000	278,000
Algeria	----------	4,000	----------	25,000
Roman States	5,000	5,000	----------	25,000
Austria	799,500	150,114	5,000	4,000

The duty exacted in the Tripolitan ports is 4 piastres per 80 kilos., equal to about 8 cents per ton. Pilots are not often employed; when required, the captain of the port must furnish them free of expense. Quarantine regulations the same as at Constantinople.

Notwithstanding Tripoli is tributary to the Ottoman empire, there is a separate treaty between the United States and that regency, ratified June 4, 1805, placing the commerce between the two countries on the footing of the most favored nation.

PORTUGUESE SETTLEMENTS.

The Portuguese have numerous settlements in Western Africa, situated on the river Caches, the St. Domingo, and the Rio Grande. The chief settlement in Guinea is on the island of Loanda, and in Benguela, that of St. Philip.

There is some trade carried on between the United States and these settlements, especially at Loanda. The exports from the United States to this point consist of domestic cottons, flour, and specie; imports to the United States, gum-copal, palm-oil, ivory, hides, &c.

The following summary, exhibiting the general trade between the United States and Loanda, during the first six months of 1854, is derived from a consular return: Number of American vessels arrived and cleared 10, with an aggregate of 2,218 tons. Value of cargoes inward, $65,000; discharged at Loanda, $43,000. Value of cargoes outward, $22,000.

From a return of later date, the trade between the United States and Loanda for the last three months of 1855 appears to have been carried on by five American vessels, of some 200 tons each—three of them belonging to Salem, Massachusetts, and two to New York. Their car-

goes inward, landed, consisted of dry goods, flour, rum, &c., to the value of $24,200; the total value of inward cargoes being $61,500; and their cargoes, outward, of palm-oil, gum-copal, ivory, copper ore, &c., to the value of $67,100. Each of these vessels touched at Ambriz. Indeed, vessels trading to Loanda, usually touch at Ambriz and Ambrizette, where they have agents, to whose consignment they land part of their cargoes, and take in such produce as may be in waiting. They then touch at Loanda, and leave part of their remaining cargoes; then they make for Benguela, where they usually remain from 40 to 60 days, to close their sales, and take on board gum-copal and ivory. On their homeward voyage, they again touch at Ambriz and Loando, at which places they complete their cargoes of gums, palm-oil, ivory, hides, and coffee.

At Ambriz there are now two American, two English, one French, and a number of Portuguese factories.

Heretofore, the only duty paid at this port was a small tribute to the native king, for the privilege of trading. Recent movements indicate a design on the part of the Portuguese government to establish a regular custom-house, and charge import and export duties. The claim of Portugal is predicated on its alleged title to some copper-mines in the interior, which can be reached only through this port. The little kingdom of Ambriz is too weak to resist the pretensions of the Portuguese; and, however novel this claim may appear to more civilized nations than the little negro kingdom of Ambriz, there is official information to the effect that, instead of free trade, United States commerce will, probably, hereafter encounter, at this point, the burdensome restrictions of Portuguese commercial legislation.

LIBERIA.

Under the general name of Liberia are comprehended the territories of the republic and of the Maryland colony, founded at Cape Palmas.

The political jurisdiction of the republic extends from Shebar, a point immediately north of Gallenas, to Grand Sesters, giving a coast frontier of 350 miles, or, including the Maryland colony, of 470 miles—running into the interior an average of 40 miles; the whole territory embracing an area of upwards of 14,000 square miles.

The jurisdiction of the Maryland colony extends from Grand Sesters to the river San Pedro, opening a coast frontier of 120 miles. These territories have, of late years, been considerably extended by means of purchase—the most important addition being the annexation of Gallenas, formerly the point at which the slave trade was most extensively conducted.(*a*)

The population in 1850, as estimated by the Rev. R. R. Gurley, who was sent out by government to obtain information in respect to Liberia, was: In the republic—emigrants, 6,000;(*b*) natives, 140,000 to 200,000. In the Maryland colony—emigrants, 900; natives, 100,000.

The independence of the republic of Liberia has been recognized by France, Belgium, Prussia, the Hanse-towns, and England; and, with the latter country, a treaty of peace, friendship, and commerce was concluded, August 1, 1849. Treaties of friendship, &c., have also been entered into with several tribes of the interior, containing stipulations for the abolition of the slave trade, and including new territory within the political and judicial jurisdiction of the republic. The soil of the republic is capable of yielding, in the greatest abundance, the most valuable productions of the tropics. Rice, cotton, the sugar-cane, and coffee are classed among the staples of Liberia; and corn, cassada, yams, sweet potatoes, arrow-root, vegetables, and beans of every variety are among the productions of this region.

(*a*) The New Jersey Colonization Society, established in 1825, is said to have recently purchased from the natives 150,000 acres in the interior of Bassa country.

(*b*) Now 10,000.

It is stated, on the authority of a gentleman thoroughly acquainted with the resources of this region of Africa, that no clime or country in the world will bring coffee to higher perfection than Africa; and, whether introduced at an early period by the Portuguese and Spaniards, or whether it is a native of the country, it has propagated itself along a great extent of the African coast, without culture, for many ages.

The commerce of the republic with foreign countries consists chiefly in the exportation of articles supplied by the native population, from the spontaneous growth of the country, such as palm-oil, camwood, ivory, tortoise-shell, and gold, which are bartered for tobacco, powder, muskets, rum, cotton goods, salt, soap, crockery and iron wares, copper and iron rods, and American provisions.

This commerce must necessarily expand with the growing development of the agricultural resources of the country, and the extension of the arts of civilization and industry, in a region so highly favored in soil and climate, and so eminently adapted to the production of so great a variety of valuable staples.

In a letter addressed to Rev. R. R. Gurley, by the Secretary of the Treasury of Liberia, in November, 1849, that gentleman says: "The committee whose duty it was to furnish you with a report, have, I think, considerably underrated the annual exports from Liberia. It may be fairly stated at $500,000, in African commodities, (one-fifth of which is $100,000,) and our imports from the United States may be estimated at one hundred and fifty thousand dollars ($150,000). It is worthy of remark that, at present, it is only from the United States that our merchants import goods; and, further, that the kind of goods most suitable for the African trade come from Europe. The commerce of Liberia is in its infancy, but it advances rapidly. The two principal articles of trade are tobacco and powder; and no country can compete with the United States in these items. Provisions, also, will soon find an extensive market in Liberia; already the natives have commenced purchasing them, particularly beef, pork, and salt fish. I am not exaggerating when I say that the trade advances at least fifty per cent. annually. The American cotton goods are, in quality, superior to those brought from Europe; but there is a material difference in price. The European is the cheapest, and hence the inability of the American to compete with the European. In Liberia we attribute the difference in price to the low price of labor in Europe."

Changes have occurred in the commercial movements of Liberia since the date of Mr. Gurley's report. Then, Liberia imported English goods, though not directly from England; but now, importations from England are very large, while from the United States they are annually diminishing. It is estimated that there are not less than one hundred ships, some of them of 1,000 tons burden, regularly trading between British ports and the coast of Africa, while a regular line of steamers ply monthly between England and Liberia. Most of the supplies of every description are derived from England; while the only articles going from the United States are powder, rum, flour, beef, pork, tobacco, herrings, mackerel, and some few cotton goods; the latter article constantly diminishing.

A reliable statement, recently put forth, estimates the value of the average annual exports from all this region of western central Africa to the European states at some $15,000,000, and at a commercial exchange in favor of the European merchants of about 500 per cent. The commerce has been carried on chiefly by native and Liberian traders from Liberian ports and others on the Gulf of Guinea, in European vessels. France, Spain, Denmark, Portugal, and Germany have participated in this commercial intercourse; but they are all surpassed by Great Britain.

From the "Annual Statements of the Trade and Navigation of the United Kingdom," it appears that the imports into Great Britain from the western coast of Africa—the limits of which are not particularly designated, though estimated to contain some fifty millions of inhabitants—consist chiefly of barwood, camwood, ebony, guano, gum-animi, gum-copal, untanned hides, palm-oil, orchal, elephants' teeth, and bees-wax—the heaviest item, by far, being palm-oil,

which averaged some 450,000 cwt. each of the five years ending with 1853; and amounted to 633,508 cwt., at a "computed real value" of £1,457,068, in 1854. The aggregate value of imports in 1854 is given officially at £1,528,896. The exports, during the same year, the produce and manufactures of the United Kingdom, or of other countries, consisted of arms and ammunition, wearing apparel, manufactures of cotton, wool, silk, iron, brass, copper, steel, and glass; salt, soap, spirits, staves, coals, beads, unmanufactured tobacco, earthenware, and porcelain; of which, the heaviest items were cottons, gunpowder, guns, staves, and tobacco. The average "declared value" of cottons thus exported, during the six years ending 1854, was £187,000; and of tobacco, the average quantity was 2,150,000 pounds. The computed real value of the 1,816,327 pounds of tobacco exported in 1854 is given at £56,760. The computed real value of all foreign exports to Western Africa for the same year was £174,073; and of all domestic exports, £646,868; being more than that of 1853, and double that of 1852—the average value of each of the six years ending with 1854, being upwards of £460,000.

It is thus seen that the trade of Great Britain with Western Africa is rapidly increasing—amounting, in value, in 1854, to £1,528,896 imports: domestic exports, £646,868; foreign exports, £174,073; aggregate (imports and exports) £2,349,837 = $11,749,185. And this, independently of the British colony of Sierra Leone, the trade of which amounted in 1854 to $1,421,865; and of the British possessions on the Gold Coast and the river Gambia, amounting to $1,547,285 more; and of those at the Cape of Good Hope and South Africa, swelling the amount $8,383,090 more; making, in all, an aggregate of over $23,000,000 in 1854, for the western coast of Africa entire.

The trade of the United States with West Africa, there are no means of determining—the values of imports and exports being given in Commerce and Navigation for "Africa Generally." "Liberia," it is true, appears in the Reports from 1849 to 1854, inclusive, but with no figures to indicate trade, and but few to indicate navigation; giving, it is inferred, the tonnage of colonization vessels only—none others, perhaps, being engaged in the direct intercourse with Liberia.

The following table shows the trade of the United States with Africa during the seven years ending June 30, 1855:

Years.	Exports.	Imports.	Total.
1849	$708,411	$495,742	$1,204,153
1850	759,266	524,722	1,283,988
1851	1,340,644	1,163,176	2,503,820
1852	1,246,141	1,057,657	2,303,798
1853	1,610,833	1,202,986	2,813,819
1854	1,804,972	1,386,560	3,191,532
1855	1,375,905	1,337,527	2,713,432

From this statement, it will be perceived that, although the figures for 1855 show a falling off in that year, as compared with 1854 and 1853, yet that there is a regular and very rapid advance from 1849. But, while the average value of the trade of the United States with all Africa, during the six years ending 1854, is found to be only $2,200,000; that of Great Britain with West Africa, alone, for the same period, averaged $2,300,000; and, including all of her African colonies and possessions, together with the *estimated* value of her trade on the eastern coast, it could not have averaged much less than $20,000,000.

In 1854, the trade of the United States with "Africa Generally" rose to $3,191,532—a higher figure than before or since; at the same time, the trade of Great Britain with West Africa, only, amounted to $11,749,185. The value of the unmanufactured tobacco alone—de-

rived mostly from the United States—amounted to nearly $300,000 of that total; and the value of British trade with "Africa Generally" was, as has been seen, more than $23,000,000, or nearly eight times that of the United States.

The establishment of a line of commercial steamers between the United States and the western coast of Africa has been urged, as tending greatly to the augmentation of our commerce with that country. The uses which such steamers might subserve have been stated thus:

"1. The transportation of free negroes from the United States to Liberia.

"2. The carrying of the mails.

"3. The transportation of merchandise.

"4. The carrying of the pilgrims on their way to Mecca.

"5. The carrying, on the return voyage, of the pilgrims, who now assume the name of Hadjes; the certain and expeditious transportation of the fruit and other products of the Mediterranean; and the greater facility afforded to passengers from central Europe to America, whose expense of travel will be greatly diminished by embarking at the south of France instead of at the usual western ports."

Palm-oil has become, within a few years, a staple of export from Liberia. More than thirty vessels were freighted with the article, at her ports, in 1855; while three years before, the quantity exported did not exceed 1,000 gallons, at a cost of $1 per gallon. The quantity exported at the present time is, at least, 700,000 gallons; but the price has fallen to 33 cents per gallon.(*a*) The trade in ground-nuts, chiefly carried on with France, is becoming of great importance. They are shipped in bags, and, when ground, supply a wholesome substitute for olive-oil. Sugar, cotton, and coffee are, however, viewed as the three great natural staples of product for the soil and climate of Liberia.

The import duties in the republic of Liberia are 6 per cent. *ad valorem*.

From recent intimations, it is not improbable that the country east of Liberia may shortly be more extensively explored, with a view of planting new settlements in the interior of the present coast line, which it is hoped will be beyond the reach of malaria. Should such an enterprise be successfully carried out, the immense natural resources of that fertile region would soon attract foreign commerce, and thus the philanthropic labors of those engaged in the movement would be greatly facilitated. (*b*)

EASTERN AFRICA.

MUSCAT.

THE Sultan of Muscat concluded a treaty with the United States, September 21, 1833, and it took effect June 24, 1837, the day on which the President of the United States made his proclamation. Its stipulations establish perpetual peace between the two countries, and open the ports of each to the vessels and citizens of the other, with unrestricted liberty of trade, reserving in the island of Zanzibar the sale of muskets, powder, and ball to the government

(*a*) The quantity of palm-oil imported from "ports in Africa" into the United States the year ending June 30, 1855, was 707,971 gallons, valued at $269,455. The article appears among the foreign imports from Africa, that year, for the first time, in "Commerce and Navigation." How much, if any, came from Liberia, is not stated. This oil is used in the manufacture of stearine candles and soap, and for greasing wool and machinery.

(*b*) As these sheets go to press, a society for the exploration of western central Africa is organized in New York under auspices highly favorable.

only, but leaving the trade in these articles in all other ports of the Sultan's dominions free from every restriction. The treaty further stipulates that vessels of the United States entering any port within the Sultan's dominions shall pay no more than five per cent. duties on the cargoes landed, which shall be in full of all import and export duties, tonnage, license to trade, pilotage, anchorage, or any other charge whatsoever;(*a*) that no charge shall be made on that part of the cargo which may remain on board and be re-exported; that no charge shall be made on any vessel of the United States which may enter any of the Sultan's ports for the purpose of refitting, or for refreshments, or to inquire the state of the market. It is further stipulated that the American citizen shall pay no other duties on export or import, tonnage, license to trade, or other charge whatsoever, than the citizens of the most favored nation shall pay; and similar equality in the ports of the United States is extended to the vessels and citizens of the Sultan.

In the report to the Department of State, of the agent by whom this treaty was negotiated, the following paragraphs occur:

"The Sultan of Muscat is a very powerful prince. He possesses a more efficient naval force than all the native princes combined, from the Cape of Good Hope to Japan. His resources are more than adequate to his wants. They are derived from commerce, running himself a great number of merchant vessels; from duties on foreign merchandise; and from tribute-money and presents received from various princes; all of which produce a large sum. His possessions in Africa stretch from Cape Delgado to Cape Guardafiu, and from Cape Aden, in Arabia, to Ras el Haud; they extend along the northern coast of Aman to the entrance of the Persian gulf; and he claims also the sea-coast and islands within the Persian gulf, including the Bahrein islands, and the pearl-fishery contiguous to them, with the northern coast of the gulf, as low down as Scindy. * * * In Africa he owns the ports of Monghow, or Mongallow, Lyndy, Quiloah (Keelwah), Melinda, Larmo, Patta, Brava, Magadosha (alias Magadore), and the valuable islands of Monfeca, Zanzibar, Pemba, Socotra (Socotera)," &c.

The exports from the African part of his dominions are gum-copal, aloes, gum-arabic, columbo-root, and a great variety of other drugs, ivory, tortoise-shell, rhinoceros' horns, hides, bees-wax, cocoanut-oil, rice, millet, &c. From Muscat the exports are wheat, raisins, drugs, dates, salt, dried fish, &c. It is estimated that seven-eighths of all the ivory imported into the United States, and all the copal of the finest quality, are from the island of Zanzibar. To this place all the goods collected for this large trade are imported, and sold to the Banyans and Hindoos at six months' credit. The United States supply by far the most important goods for all the coast trade, viz: Lowell manufactured sheetings and shirtings. Other goods in demand for the coast trade are powder, muskets, brass-wire, glass-beads, and India-rubber goods.

The currency of Muscat differs materially from that of the Persian gulf or Africa, and, with its weights and measures, is peculiar to the country. The Spanish dollar is current, and the Spanish doubloon varies in value from $14 to $16.

ZANZIBAR.

Zanzibar is the favorite residence of the Sultan of Muscat. The island is large and fertile, and the population amounts to about 150,000; that of the town of Zanzibar to about 80,000.

The principal produce of the island is cloves—the annual produce being from two to three million pounds, of which the Sultan himself produces about 1,000,000 pounds. All other exports are imported from abroad, among which ivory is the chief.

The value of American trade with Zanzibar may be estimated at about a million of dollars

(*a*) Previously to the treaty, the rate of duty was 7½ per cent. on imports and on exports, besides anchorage-money and presents.

annually; it is carried on chiefly from Salem, Massachusetts. Outward cargoes consist almost exclusively of New England manufactured cotton goods, the consumption of which reaches an annual average of about 6,000 bales. The return cargoes are composed of ivory, gum-copal, cloves, hides, and some minor articles. Voyages from the United States usually occupy a year—vessels always calling at the Persian gulf and ports of the Red sea. In 1851 there were 10 or 12 American vessels, of about 250 tons each, regularly engaged in this trade.

The relations existing between American houses (several of which have been, for years, established at Zanzibar) and the Sultan and his officials are of the most friendly and liberal character. The stipulations of the treaty with the United States are faithfully observed, and every desirable commercial facility freely extended to American commerce.

The trade between the United States and Zanzibar seems to be on the increase, though the Department is not in possession of sufficient data to exhibit its details. A consular return for the last six months of 1852 reports the number of American vessels which entered and cleared, during that period, as 36, with an aggregate of 9,230 tons: value of cargoes inward, $472,500; value of cargoes outward, $458,100. Four of these vessels completed their cargoes of ivory, copal, and cloves, and cleared direct for Salem; one cleared for Providence; the others cleared for Muscat, Madagascar, Aden, &c., to complete discharging outward, and for receiving homeward cargoes.

The number of vessels entered and cleared during the preceding period of six months was 28, with an aggregate of 6,570 tons: value of inward cargoes $199,200; value of outward cargoes $204,000.(*a*)

The import tariff of duties is 5 per cent. on all cargo landed. There are no duties on exports to the United States, and there are no port charges or other dues levied on vessels of the United States.

Navigation returns of Zanzibar are supplied by French official authorities, and are condensed as follows. It will be seen that the United States occupies the first rank in these returns:

Tabular statements exhibiting the general navigation of the port of Zanzibar from 1852 *to* 1854.

IN 1852.

Countries.	ENTERED.		CLEARED.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Arabia and Muscat	3	1,130	3	1,080	6	2,210
Spain	3	566	4	767	7	1,333
United States	36	8,822	36	8,822	72	17,644
Great Britain	6	1,627	6	1,627	12	3,254
France	14	3,697	14	3,697	28	7,394
Hanse-towns	10	2,311	10	2,311	20	4,622
Total	72	18,153	73	18,304	145	36,457
Do. in 1851	64	14,546	66	14,984	130	29,530
Increase in 1852	8	3,607	7	3,320	15	6,927

(*a*) A consular return for the first quarter of 1856, since received, reports 7 vessels, of 1,976 tons, with inward cargoes valued at $216,000, of which was landed $71,214; and outward cargoes valued at $185,000.

IN 1853.

Countries.	Vessels entered and cleared.	Tons entered and cleared.
Western Arabia	2	326
Muscat	14	5,610
Africa and Portuguese India	8	370
East Indies (British)	4	288
Mayotte and dependencies	6	113
France and Reunion	34	9,402
United States	55	13,700
Hamburg	26	6,500
Spain	2	402
Total	151	36,711

Total entered	80	: tons,	19,908
" cleared	71	"	16,803
Total	151		36,711

IN 1854.

Countries.	ENTERED.		CLEARED.		TOTAL.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
United States	37	10,033	38	10,050	75	20,083
France and colonies	21	6,144	20	5,956	41	12,100
Hamburg	15	3,826	15	3,811	30	7,637
Muscat	3	1,300	8	3,277	11	4,577
Spain	2	402	2	402	4	804
Great Britain	1	190	1	190	2	380
Portuguese possessions	1	89	-------	-------	1	89
Other countries	1	230	2	583	3	813
Total	81	22,214	86	24,269	167	46,483

Compared with the preceding year, the general navigation of Zanzibar increased, in 1854, 19 vessels, and 9,772 tons. It is worthy of notice, analyzing the commercial movements of Zanzibar for 1854, that the carrying trade of each country to and from this port appears to have been conducted under its own flag. In the figures given for the United States, there are included 28 whalers, measuring an aggregate of 7,453 tons, which called at Zanzibar for supplies.

Great Britain carries on considerable trade with the eastern coast of Africa, comprising the region extending from the British possessions in South Africa to the straits of Bab-el-Mandeb. Her imports from that region consist, chiefly, of cloves, gum-copal, cocoanut-oil, elephants' teeth, guano, and raw hides; the heaviest article being cloves, of which, in 1849, 60,747 pounds were imported; and upwards of 145,000 pounds in each of the years 1852, 1853, and 1854. In the remaining three years between 1849 and 1854 no imports are given in "Trade and Navigation."

The exports for the same period consisted of arms and ammunition; glass beads; cotton, woolen, brass, and copper manufactures; earthenware, and porcelain—the largest items being beads, gunpowder, and manufactures of cotton and metal. The aggregate value of all exports in 1849 was £5,489; 1851, £224; 1852, £5,542; 1853, £5,458; 1854, £530. In 1850 there seems to have been no trade. In 1849 and 1852 there were, each year, more than 5,000 pounds of glass beads exported, the value of which is not stated. The trade of Great Britain with East Africa would thus seem to be very variable. In 1852 it reached a higher point than before or since, but can be hardly estimated at more than $70,000. The trade of the United States with East Africa cannot be determined from Commerce and Navigation; but, on the whole continent—"Africa Generally"—it amounted, the same year, to $2,303,798. The trade of Great Britain exceeds that of the United States on the western coast of Africa, while it is exceeded by that of the United States on the eastern coast.

Comparative statement of the commerce of the United States with Africa Generally, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$525,563	$79,543	$605,106	$572,126	15,065	11,731	10,552	2,352
1846	553,380	78,971	632,351	475,040	9,418	9,269	2,431	884
1847	700,431	44,499	744,930	559,842	11,044	8,851	1,203	2,719
1848	771,389	61,403	832,792	655,585	10,424	11,208	406	2,079
1849	676,769	31,642	708,411	495,742	10,307	9,476	453	623
1850	730,932	28,334	759,266	524,722	8,531	8,492	384	631
1851	1,245,361	95,283	1,340,644	1,163,176	12,675	12,978	1,035	595
1852	1,211,360	34,781	1,246,141	1,057,657	11,381	13,121	1,318	647
1853	1,555,990	54,843	1,610,833	1,202,986	12,410	15,162	708	1,468
1854	1,716,924	88,048	1,804,972	1,386,560	12,932	18,572	1,361	1,709
1855(*a*)	1,309,435	66,470	1,375,905	1,337,527	12,586	16,593	1,676	1,516

(*a*) The figures for this year are those given in "Commerce and Navigation" for *other ports in Africa*, (exclusive of Egypt,) substituted for *Africa Generally* in prior reports.

BORNEO.

BORNEO.

BORNEO occupies the centre of the Eastern Archipelago, and comprises an area of 260,000 square miles. It is supposed to contain a population of from three to four millions. There are Chinese and Dutch settlements on the west coast; the principal trade of the interior, or Borneo proper, being conducted through the latter. The Dutch derive large revenues from the monopolies of salt and opium.

The principal exports of the west coast are gold, diamonds, antimony, camphor, bees-wax, deer horns, ebony, wood-oil, rattans, pepper, and iron; the latter article being shipped chiefly to Java.

In the northwestern part of the island is Borneo proper, a Malay sovereignty, having the Dutch settlement on the southwest. The chief is called Sultan, and, it is said, maintains more state and dignity than most Malay princes. The exports are camphor, sea slug, tortoise-shell, birds' nests, clove bark, pepper, gold-dust, sandal-wood, rattans, and, of late years, gutta percha. This latter article, it is said, may be supplied in great abundance from this island, the straits of Malacca, and the neighboring countries, of which the tree, the concrete juice of which is known in commerce as gutta percha, is a native.(*a*) A considerable British trade is carried on with Singapore, and the trade with China was, at one period, quite extensive.

The commercial relations and intercourse between the United States and Borneo proper are regulated by treaty stipulations prescribed in a convention entered into with his highness the Sultan of Borneo, June 23, 1850, ratified January 31, 1853, exchanged at the city of Brune, July 11, 1853, and proclaimed by the President of the United States July 12, 1854.

Article 1 guaranties peace, friendship, and good understanding, henceforth and forever, between the President of the United States of America and his highness the Sultan of Borneo, and their respective successors, and citizens, and subjects.

Article 2 concedes to the citizens of the United States free liberty to enter into, trade with, and pass with their merchandise through, all parts of the dominions of his highness the Sultan

(*a*) "The history of gutta percha," says a late commercial publication, "is brief, but not eventful. Previous to 1844, the very name of gutta percha was unknown to European commerce. In that year 2 cwt. of it was shipped experimentally from Singapore. The exportation of gutta percha from that port rose in 1845 to 169 piculs, (the picul is 133⅓ pounds); in 1846, to 5,364; in 1847, to 9,296; and in the first seven months of 1848, to 6,768 piculs.

"In the first four-and-a-half years of the trade, 21,598 piculs of gutta percha valued at $274,190, were shipped at Singapore, the whole of which was sent to England, with the exception of 15 piculs to Mauritius, 470 to the continent of Europe, and 922 to the United States. But this rapid growth of the new trade conveys only a faint idea of the commotion it created among the native inhabitants of the Indian Archipelago. The jungles of the Johore were the scenes of the earliest gatherings, and they were soon ransacked in every direction by parties of Malays and Chinese, while the indigenous population gave themselves up to the search with a unanimity and zeal only to be equalled by that which made railway jobbers of every man, woman, and child in England about the same time. The knowledge of the article stirring the avidity of the gatherers, gradually spread from Singapore northward as far as Penang, southwest along the east coast of Sumatra to Java, eastward to Borneo, where it was found at Brune, Sarawak, and Pontianak on the west coast, at Koti and Passer on the east."

The attention of Europe to gutta percha is said to have been first invited by Doctor Montgomerie, of Bengal, in 1845; although its valuable properties had long before been known to the natives.

of Borneo, and to enjoy therein all the privileges and advantages, with respect to commerce or otherwise, which are now, or which may hereafter be, granted to the citizens or subjects of the most favored nation; and the subjects of his highness the Sultan of Borneo shall, in like manner, be at liberty to enter into, reside in, trade with, and pass with their merchandise through, all parts of the United States, and enjoy all other privileges granted to the citizens or subjects of the most favored nation.

Article 3 permits citizens of the United States to purchase, rent, or occupy, or in any other legal way to acquire, all kinds of property within the dominions of the Sultan of Borneo, and guaranties ample protection and security for their persons and property already, or to be hereafter, acquired.

Article 4 declares that no article whatever shall be prohibited from being imported into or exported from the territories of his highness the Sultan of Borneo; but the trade between the two countries shall be perfectly free, subject only to the custom duties now or hereafter in force in regard to such trade.

Article 5 declares that the tonnage duty on American vessels entering the ports of his highness the Sultan of Borneo shall not exceed one dollar per registered ton, and this fixed duty of one dollar per ton shall be in lieu of all other charges or dues whatsoever. The Sultan further engages that American trade and American goods shall be exempt from any internal duties, and also from any injurious regulations which may hereafter, from whatever causes, be adopted in the dominions of the Sultan of Borneo.

Article 6 provides that no duty whatever shall be levied on the exportation from his highness's dominions of any article, the growth, produce, or manufacture of those dominions.

Article 7 allows American ships of war freely to enter the ports, rivers, and creeks situate within the Sultan's dominions, and to provide themselves, at a fair and moderate price, with such supplies, stores, and provisions as they may, from time to time, stand in need of.

Article 8 provides for the recovery and delivery to the proper owners, of all the property that can be saved from such vessels, under the American flag, as may be wrecked on the coast of the Sultan's dominions; and the Sultan further engages to extend to the officers and crews and to all other persons on board of such wrecked vessels full protection, both as to their persons and to their property.

Article 9—The Sultan agrees that in all cases where a citizen of the United States shall be accused of any crime committed in any part of his highness's dominions, the person so accused shall be exclusively tried and adjudged by the American consul, or other officer duly appointed for that purpose; and in all cases where disputes or differences may arise between American citizens, or between American citizens and the subjects of his highness, or between American and other foreign citizens, in the dominions of the Sultan of Borneo, the American consul, or other duly appointed officer, shall have power to hear and decide the same, without any interference, molestation, or hindrance on the part of any authority of Borneo, either before, during, or after the litigation.

SIAM.

SIAM.

THIS extensive kingdom, in the southeastern part of Asia, occupies the central part of Farther India, and has on its west the British Tessarin provinces and the bay of Bengal; on the north and northwest, Burmah and the free Laos country; on the east, Anam; and on the south, a coast line of 1,470 miles along the Gulf of Siam. Its area has been differently estimated: some authors extending it to 294,720 square miles, of which there are assigned to Siam proper 141,175 square miles; 20,420 to Cambodia; 108,645 to the tributary Laos; and 24,480 to the Malay provinces. Crawford, however, who seems to have enjoyed the most favorable opportunities of correctly estimating the extent of Siam, fixes its area at 190,000 square miles.

The same authority estimates the population at 2,790,500, in 1822; but the American commissioner, who negotiated the commercial treaty with Siam, on the part of the United States, in 1832, gives an estimate for that period as follows:

Siamese	1,600,000
Laos	1,200,000
Malays	320,000
Chinese	500,000
Total	3,620,000

All authors concur in representing Siam as one of the most fertile and delightful countries in the East, and capable, when its immense resources are more fully developed, of sustaining an extensive and valuable foreign trade. No other country eastward of the Cape of Good Hope abounds more plentifully in all the productions suited for foreign commerce; and it is found to be no less distinguished for the great variety of its mineral, than it is acknowledged to be for its vegetable productions. The largest sized vessels are built annually in Siam. Some of the Chinese junks, the construction of which forms an important feature in the trade with China, measure 1,000 tons burden. The timbers are of a hard wood, called by the natives *marbao*, and the plank are of the finest teak in the world.

Among the large rivers of Siam, through which the internal and foreign trade of the kingdom is conducted, the Menam is the most important, as pervading the greater part of the kingdom, and almost monopolizing its trade and navigation. On this river is situated Bangkok, which has long been the great centre of the commerce of the kingdom, inland, coastwise, and foreign. The principal articles brought down this river from the higher provinces are rice and paddy, cotton, teak-timber, sapan-wood, lac, benzoin, ivory, and bees-wax; while the districts east and west of the Menam furnish gamboge, cardamoms, and sugar; and the Malay provinces contribute to the trade of Bangkok tin, zinc, cotton, &c. The foreign trade is conducted chiefly with the southern ports of Anam, Java, Singapore, Pulo-Penang, and occasionally with British India, the United States, and Great Britain. The most extensive foreign trade of Siam is with China; this trade employs from 200 to 300 junks annually, having an aggregate burden of about 25,000 tons, mostly built in Siam by the Chinese. (*a*) These junks make one voyage annually, leaving the Menam in June, and returning in December. The exports to the United States and to Europe comprise sugar, pepper, lac, benzoin, gamboge, tin, car-

(*a*) The Chinese are said to be the principal merchants, bankers, mechanics, manufacturers, and agricultural laborers of the country.

damoms, ivory, horns, and hides, with other articles of minor importance. For these they receive all kinds of textile fabrics, shawls, cotton umbrellas, iron and steel goods, steel bars, lead and spelter, earthen and glass ware, all kinds of hardware and cutlery, with fire-arms, musket-flints, &c. Formerly the British trade with Siam was carried on under treaties with the East India Company. Duty was levied on the ship, and amounted to about $1,000 per fathom on the width of the vessel. The length, draught, or tonnage was not regarded; there was no import or export duty; all duties and tolls were merged in the charge on the ship.

On the 20th of March, 1833, a treaty of amity and commerce was concluded between the King of Siam and the United States, by Mr. Roberts, who had been sent thither for that purpose; ratifications were exchanged at Bangkok, April 14, 1836, and the proclamation of the President gave it effect in the United States June 24, 1837. By this treaty, citizens of the United States are permitted to enter and depart from any port of the kingdom, with cargoes of whatever description, and to buy, sell, and exchange, without qualification or restriction, except that they are not to sell munitions of war to any other person than the King, or to import opium or export rice. The only charge to be exacted from American vessels is a measurement duty of 1,700 ticals or bats for every fathom of 78 American inches in breadth, upon ships selling merchandise, and of 1,500 ticals or bats per fathom on those purchasing cargoes with specie; the measurement to be made in the middle of the vessel's length upon the single deck; or if there be more than one deck, then upon the lower one; but no charge is to be made upon a vessel entering merely to refit, or for refreshment, or to inquire the state of the market. In case of a reduction of the duties upon the vessels of any foreign nation, the same reduction is to be made in favor of those of the United States. American debtors, who shall have honestly brought forward and sold all their property for the payment of their debts, are not to be proceeded against for the balance remaining due after the application of the proceeds of such sale. Merchants trading to Siam shall obey the laws and customs of the country; and if they wish to rent houses, they shall rent the King's factories, and pay the customary rent therefor. The King's officers may take account of goods brought on shore, but no duties shall be levied thereon. In case of shipwreck of an American vessel on the Siamese coast, the persons escaping shall be hospitably entertained, and the property saved shall be restored to the owners; and if a vessel of the United States shall be captured by pirates, and brought into a Siamese port, the persons on board shall be set at liberty, and the property restored to the rightful proprietors. If the privilege shall hereafter be granted to any foreign nation, other than the Portuguese, to have consuls resident in the kingdom, the same privilege shall be extended to the United States.

With a few exceptions, this treaty is a mere transcript, as regards its commercial stipulations, of the treaties of Siam with the British East India Company. Anterior to the period of its conclusion, quite a number of American vessels had visited that kingdom, and it was supposed that the treaty would open an extensive trade between Siam and the United States. Quite the contrary, however, has proved to be case; for it is stated that not a single cargo has since been shipped under the flag of the United States. In 1850 a special commissioner was sent by the government of the United States to Siam for the purpose of negotiating a new treaty, but without success. A similar result followed the efforts of Sir J. Brooke, British envoy, who had been specially deputed to proceed to Siam, for the same object. Since that period, however, and very recently (April, 1855), Sir J. Bowring, for the British government, has succeeded in negotiating a new and much more favorable treaty than the one which it supersedes, with the Siamese kingdom. Efforts are now in progress on the part of the United States to negotiate a new commercial treaty with this kingdom; but until such treaty shall have been formed, the United States, being entitled, by article 4th of the treaty of 1833, to any diminution of duties payable by foreign vessels granted at any future time to any other nation, can, of course, avail itself in that regard, as well as respecting the appointment of consuls, of the British treaty of 1855.

The leading provisions of this treaty are as follows:

Article 1 establishes perpetual peace and friendship between the English and Siamese; and mutual protection, to enable the subjects of each government to trade free from all molestation in the dominions of the other, is guarantied.

Article 2 provides that the interests of British subjects shall be under the control of a consul at Bangkok, who shall himself conform to and enforce, in respect to other British subjects, the provisions of the treaty, and give effect to all present and future regulations for the control of British subjects in Siam and their trade, and settle disputes between British and Siamese subjects. Such consulate not to be established until after the arrival of ten English vessels from the date of ratification, nor before the 6th of April, 1856.

Article 3.—Siamese, in the service of British subjects, who shall offend against their own laws, or who, attempting to desert, shall take refuge with a British subject, shall be searched for, and, on proof of guilt, be delivered up by the consul; and British subjects, in like manner, offending and deserting for refuge among the Siamese, shall also be given up by the Siamese authorities.

Article 4 grants to British subjects the right to trade in all the seaports of Siam; but they cannot reside permanently except at Bangkok, or within twenty-four hours' travel of the capital. They may rent or buy land; buy, rent, or build houses in Bangkok, or within four miles of it, when they please. Lands purchased shall be subject to the same regulations as those owned by Siamese. If not improved within three years, they may be reclaimed on payment of the purchase money.

Article 5 requires British subjects residing at Siam to be registered at their consulate; and prohibits their going out to sea, or beyond twenty-four hours' travel, without a pass from the Siamese authorities, as well as their leaving the country, if legitimate objections to their leaving exist. Subject to the foregoing exception, they may travel to and fro with a pass from the consul, countersealed by the proper Siamese officer. These passes may be called for by Siamese officers, at government stations, on production of which their bearers may proceed; if, however, no pass is produced, and there is reasonable suspicion that the persons so travelling are deserters, they can be detained.

Article 6.—Free exercise of religion, and the privilege of building churches in such places as may be approved by the Siamese authorities, are granted to British subjects. Siamese subjects are allowed to enter the service of British subjects; but if any Siamese subject enter such employment without the consent of his master to whom he owes service, he may be taken away; and unless the master knew of such employment, the Siamese government will enforce no agreement for such service.

Article 7.—British ships of war may enter the river and anchor at Paknam, but shall not go up to Bangkok without permission from the Siamese authorities. If in need of repairs, they shall be permitted to proceed up and go into dock. Vessels of war conveying a public functionary to Siam shall be allowed to proceed direct to Bangkok, but shall not anchor above the city ports without special permission. In the absence of a vessel of war, the Siamese government engage to furnish the consul, when necessary, with a force sufficient to enforce his authority as well as discipline among British shipping.

Article 8.—Measurement duty, according to the treaty of 1836, to be abolished on and after the 6th April, 1856. From that time forth, merchandise shall be subject to an import and export duty. All articles imported shall pay three per cent. duty, either in kind or money, at the option of the importer. Drawbacks to be allowed on goods re-shipped. Disputes as to the value of goods to be settled by arbitration. Opium may be imported free, but can be sold only to the opium farmer or his agents; if sold to any other party, to be confiscated. Articles of export, from the time of production to that of shipping, to pay only one tax, according to the tariff annexed to the treaty. Merchants to be allowed to buy and sell directly with the producers, without any interference. British shipping to enjoy the same privileges s are now enjoyed by Siamese or Chinese junks or vessels; and any privilege granted to the latter, hereafter,

to be equally enjoyed by the former. British subjects may build vessels, on permission from the Siamese government. When a scarcity of salt, rice, or fish is apprehended, the Siamese government reserve the right of prohibiting its exportation. Bullion and general effects to be free.

Article 9.—The code of regulations appended to the treaty to be enforced in connexion with the Siamese authorities; and these authorities shall be at liberty to make any new regulations found necessary to give effect to the treaty. All fines and penalties to be paid to the Siamese government. The Siamese authorities to settle all questions of trade before the arrival of the consul.

Article 10.—The British government and its subjects to be allowed equal participation in any privileges that may have been, or may hereafter be, granted to the government or subjects of any other nation.

Article 11.—After the lapse of ten years from the date of the ratification, either party wishing to change any part of the treaty, regulations, or tariff, it shall be subject to such revisions, by commissioners, as shall prove desirable, on twelve months' notice.

Article 12 gives equal effect to the English and Siamese version of the treaty, and provides that it shall take effect from the 6th April, 1856.

Signed &c., at Bangkok, April 18th, 1855.

TARIFF OF EXPORT AND INLAND DUTIES TO BE LEVIED ON ARTICLES OF TRADE IN THE SIAMESE TERRITORIES.

I. The undermentioned articles shall be entirely free from inland or other taxes, as productions or transit, and shall pay export duty as follows:

Articles.	Rates per pecul (*a*)	Articles.	Rates per pecul.
Ivory	$6 00	Deer horns	$3 75
Gamboge	3 60	Deer sinews	2 40
Rhinoceros horns	30 00	Buffalo and cow hides	60
Cardamoms	8 40	Elephants' bones	60
Bastard do.	3 60	Tiger bones	3 00
Dried muscles	60	Buffalo horns	15
Pelican quills	1 50	Elephant hides	15
Betel-nuts	60	Armadillo skins	2 40
Krachi seed	30	Stick lac	75
Sharks' fins, white	3 60	Hemp	75
Do. black	1 80	Dried fish, large	75
Buffalo and cow bones	3	Do. small	60
Rhinoceros hides	30	Sapan wood	37
Hide cuttings	15	Salt meat	1 20
Turtle shells	60	Mangrove bark	15
Biche-du-mer	1 80	Ebony	75
Fish maw	1 80	Peacock tails (per 100)	6 00
Cutch	30	Birds' nests	(*b*)
Bechi seed (nux vomica)	30	Kingfishers' feathers (per 1000)	3 60
Pugtarai seed	30	Deer hides (per 100)	4 80
Gum benjamin	2 40	Do. common (per 100)	1 80
Angrai bark	3 90	Tiger skins, each	15
Argillai wood	1 20		

(*a*) Pecul=133⅓ lbs.

(*b*) 20 per cent. ad valorem.

II. The undermentioned articles, being subject to the inland transit tax herein named, and which shall not be increased, shall be exempt from export duty:

Sugar (white)	$0 30	per pecul.
" (red)	15	"
Pepper	60	"
Tallow	60	"
Cotton	10	per cent. ad valorem.
Salt fish	60	per 10,000.
Rice	2 40	per koyan. (*a*)
Salt	3 60	"
Tobacco	90	per 1,000 bdls.
Beans and peas	$\frac{1}{12}$	in kind.
Dried prawns	$\frac{1}{12}$	"
Till-seed	$\frac{1}{12}$	"
Bees-wax	$\frac{1}{15}$	"
Raw silk	$\frac{1}{12}$	"

III. All goods or produce unenumerated in this tariff shall be free of export duty, and shall be subject to one inland tax, or transit duty, not exceeding those now paid.

GENERAL REGULATIONS IN FORCE, UNDER WHICH BRITISH TRADE IS TO BE CONDUCTED IN SIAM.

Reg. 1. The master of every English ship coming to Bangkok to trade, must, either before or after entering the river, as may be found convenient, report the arrival of his vessel at the custom-house of Paknam, together with the number of his crew and guns, and the port from whence he comes. Upon anchoring his vessel at Paknam, he will deliver into the custody of the custom-house officers all his guns and ammunition, and a custom-house officer will then be appointed to the vessel, and will proceed in her to Bangkok.

Reg. 2. A vessel passing Paknam without discharging her guns and ammunition as directed in the foregoing regulation, will be sent back to Paknam to comply with its provisions, and will be fined eight hundred ticals (about $500) for having so disobeyed; after delivery of her guns and ammunition, she will be permitted to return to Bangkok to trade.

Reg. 3. When a British vessel shall have cast anchor at Bangkok, the master, unless a Sunday should intervene, will, within twenty-four hours after arrival, proceed to the British consulate, and deposit there his ship's papers, bills of lading, &c., together with a true manifest of his import cargo; and upon the consul's reporting these particulars to the custom-house, permission will at once be given by the latter to break bulk.

For neglecting so to report his arrival, or for presenting a false manifest, the master will subject himself in each instance to a penalty of four hundred ticals (about $250); but he will be allowed to correct, within twenty-hours after delivery of it to the consul, any mistake he may discover in his manifest, without incurring the above-mentioned penalty.

Reg. 4. A British vessel breaking bulk, and commencing to discharge before due permission shall be obtained, or smuggling, either within the river, or outside the bar, shall be subject to the penalty of eight hundred ticals, and confiscation of the goods so smuggled or discharged.

Reg. 5. As soon as a British vessel shall have discharged her cargo, and completed her outward lading, paid all her duties, and delivered a true manifest of her outward cargo to the British consul, a Siamese port-clearance shall be granted her on application from the consul, who, in the absence of any legal impediment to her departure, will then return to the master

(*a*) About 3,400 lbs.

his ship's papers, and allow the vessel to leave. A custom-house officer will accompany the vessel to Paknam, and, on arriving there, she will be inspected by the custom-house officers of that station, and will receive from them the guns and ammunition previously delivered into their charge.

Reg. 6. Her Britannic Majesty's plenipotentiary having no knowledge of the Siamese language, the Siamese government agrees that the English text of the regulations, together with the treaty of which they form a portion, and a tariff, hereunto annexed, shall be accepted as conveying, in every respect, their true meaning and intention.

The treaty, of which the foregoing is a summary, as well as the tariff and regulations, which are given entire, is considered as favorable to the interests of foreign commerce as any that could have been secured; and as it will apply to American as well as to British flags, under the provisions of the treaty of 1836 with the United States, already noticed, it may be hoped that it will give a fresh impetus to American trade in that fertile portion of Farther India, and open an extensive and profitable market for American products.

Of the general trade and commercial relations of Siam with other nations, but little, comparatively, is, with certainty, known. The following summary, respecting the principal products of that kingdom, and their commercial importance, is made up, chiefly, from British official returns of recent date:

Sugar is looked upon as the principal return for British imports. Its cultivation as an article of commerce originated in the enterprise of Chinese settlers in the year 1810. In 1822, it had reached 60,000 peculs, or 3,700 tons; in 1835, 135,000 peculs, or 15,295 tons. At this period the trade in sugar received a severe check, in consequence of the King monopolizing the entire trade in his own hands, and fixing his own prices both for the producer and foreign purchaser. The present King has discontinued the traffic carried on by his predecessor, and cultivators are once more free to sell to any customer. The manufacture, however, still remains burdened with various taxes, which keep up the cost of production, and check demand, so that 80,000 peculs (say 5,000 to 6,000 tons) are now spoken of as an average crop.

The land-tax on sugar plantations is one tical per square of twenty fathoms, which, under favorable circumstances, will yield four peculs. This would amount, on production, to one *salung* (15 cents) per pecul (133 lbs.); and the duty which is levied on sugar, on its passage to Bangkok, is exactly double the amount of the land-tax, the payment of which, under the new treaty, will free it from any further charge on exportation.

Siamese sugar is much esteemed for its whiteness and fine strong grain, and, as the greater portion of the valley of the Menam, the area of which has been estimated at 22,000 square miles, is stated to be well adapted to the growth of the cane, it is supposed that the annual sugar crop would admit of very material increase.

Rice.—The extreme facility of irrigation, and the periodical inundations of the Menam, supply, with unusual certainty, the fertility necessary for the growth of this cereal. Hitherto its exportation was forbidden by law; but, under the new treaty, it is stipulated that this prohibition shall only be enforced in times of positive scarcity. The demand for this article, both for home and oriental consumption, is constantly on the increase; and there is every prospect that Siam will, in the course of time, rival the British province of Arracan (in the Bengal presidency) in supplying this article for the markets of China, Australia, and Europe. The annual exportation of rice in this British province is now raised to 120,000 tons—nearly 800 per cent. over the total exportation of rice from the United States in 1855. The trade with Siam, however, will always have this advantage over that with Arracan—that, in the former, rice and all other products are given in exchange for manufactures and other articles of trade; while, in the latter, the exports are paid for in bullion. Forty times the amount of seed is stated as the average yield; and the ordinary price is one tical (61 cents) per 133 lbs.

Salt.—This article is obtained, of excellent quality, from the extensive mud-flats which line the head of the Gulf of Siam, and at so cheap a rate that the cost of production does not exceed from one to two ticals (61 cents to $1 22) per koyan of 25 peculs, or 3,400 lbs. English. Salt is, however, a special object of taxation in Siam; and the duty of $3 60 per koyan raises the above-mentioned price to seven or eight ticals ($4 27 to $4 88) per koyan, equal to about $2 88 to $3 36 per ton. The British commissioner endeavored, in negotiating the late treaty, but ineffectually, to obtain a reduction of this high duty. It is, notwithstanding its price in market, in much demand at Singapore; and the Siamese government have withdrawn all impediments hitherto existing to its shipment.

Teak.—The teak forests of Siam are situated at some considerable distance up the Menam, and the trees, when felled, are floated down in large rafts to Bangkok. There is always a brisk demand for this article, both in the markets of China and Singapore.

Sapan-wood.—The annual exportation of this dye-wood reaches from 80,000 to 100,000 peculs (from 5,000 to 6,000 tons). Hitherto, the Siamese government have levied a tax of one tical per pecul on sapan-wood, being from 50 to more than 100 per cent. upon its value; and it was with great difficulty that the British commissioner persuaded the Siamese authorities to lessen this tax to 2½ salungs per pecul—being a reduction of more than one-third upon the old rate.

Rosewood and Ebony.—These woods are abundant in Siam, and are largely shipped to China and Singapore. The export duty has been reduced one-third of former rates.

Pepper.—The production of this article had reached, at one time, more than 9,000,000 pounds per annum, when an oppressive tax imposed by the present administration of Siam, of one catty of pepper on every vine, or about 8 per cent. on the produce, in addition to an export duty of one tical (61 cents) per pecul, amounting to the same per centage, caused such a check to the cultivation, that last year only 20,000 peculs were brought to market. The removal of the first of these taxes, now agreed to, will serve, it is stated, to restore the growth of this useful spice to its former flourishing condition. In 1855, the United States imported from the British and Dutch East Indies 3,304,460 pounds of black pepper, valued at $171,008.

Cotton.—Above the line of the inundated tracts, land fit for the cultivation of cotton abounds. The crop has reached as high as 140,000 peculs (8,330 tons) in a year; but, owing to various causes, some of which the British commissioner has succeeded in removing, it is thought that its culture will be again encouraged, and its exportation increased.

Silk.—This product has been largely grown in the rich district of Kocat, and the crop has reached 1,500 peculs per annum—valued at $150,000; but the larger markets of China being so close at hand, the silk of Siam will, probably, never assume much importance in the foreign trade of the kingdom.

Hemp.—This article holds out much interest to foreign traders. Its growth in Siam is only just becoming known, and it is particularly recommended on account of its great strength, and its glossy and silky texture, which would allow of its being woven up into silk fabrics. Its moderate price—10 ticals ($6 10) per pecul—will enable it to compete successfully with that of Manilla.

The following list will be found to contain all the manufactures which are most suited to Siamese consumption:

White and grey long cloths.
" " " madapollans.
" " " cambrics.
" " " jaconets.
Book lappets.
Velvets, plain and figured.
Checked fancy muslins.
American drills.
Cotton umbrellas.
Figured long cloths.
Dyed cambrics.
Dyed long cloths.
Prints, chintzes, furnitures, and neutrals.
Siam *chowls*, or dresses.
Turkey red cloth.
Grey cotton twist.

Turkey red twist.
Imperial red and blue twist.
Long ells.
Ladies' cloth.
Spanish stripes.
Merinos of assorted colors.
Canvass.
Iron, steel, lead, spelter.
Earthenware, assorted.
Glass-ware and lamps, assorted.
Muskets, gun-locks.
Brimstone, bees-wax.
Cowries, flint-stone, musket-flints, &c.

The imports from India and China are even more varied, and consist of almost every article of manufacture, trifling or important, produced in those countries; these being required not only to meet the tastes and requirements of the Siamese, but also to supply the wants of the natives of India and China, many of whom are domiciled in Siam.

The statistics of the trade of Siam are but meagre. The following table exhibits the number and tonnage of ships which left the port of Bangkok for China and Singapore, from April 1, to August 31, 1855:

Destination.	Number.	Aggregate tonnage.	Average tonnage.
To China	11	4,850	441
To Singapore	9	3,500	389

JAPAN.

JAPAN.

JAPAN, properly speaking, is a large island-empire in the North Pacific, off the coast of China, consisting of an archipelago, comprising three large, mountainous, and volcanic islands—Niphon, Kiusiu, Sikok—and an immense number of smaller islands. Of these lesser islands, the principal are Sado, Tsousima, Awadsi, Tanegasima, Yki, Yakesima, and Osima, with the groups Okisima, Gotusima, and Kosikisima, forming Japan proper; and the large island of Yesso, north of Niphon, and separated from it by the strait of Tsugar, or Matsmai, with the south half of the island of Tarakai, Krafto, or Saghalin, and the larger and more southern Kurile islands, forming a dependency called the Principality of Matsumae. The Bonin-Sima and Lew-Chew groups also form dependencies. The following summary gives the extent of the Japanese empire, including all these dependencies:

Area of Japan proper	116,405	square miles.
Area of dependencies	47,312	"
Total	163,717	"

The population is variously estimated at from 15,000,000 to 50,000,000; the mean of the two estimates being, perhaps, nearer the truth.

The principal, or more important towns of the empire, are—

On Niphon	Yedo (or Jeddo), Mijako (or Kio), &c.
On Kiusiu	Nangasaki, Saga, Kokura, &c.
On Sikok	Simoda, Kotsi, Takamutsi, &c.
On Yesso	Hakodade, Matsumae, &c.

The interior of the country is unknown to foreigners; but it is represented to be, in many parts, sterile—agriculture being compulsory, and under a system of sumptuary laws long known to exist in Japan.

The natural productions of this vast empire are various and valuable. Its mineral riches include gold, silver, and copper. Sulphur and nitre abound; coal is found in the greatest abundance; and precious stones, including agates, sapphires, jasper, carnelians, and even diamonds, are obtained in different parts of Japan.

The mulberry-tree grows in the greatest perfection, and dispenses food to myriads of silk-worms. Cloths, stuffs, cordage, &c., are manufactured from the paper-tree (*kadsi*). The varnish-tree (*cerusi*) yields a milky juice, employed in varnishing various articles—an art which has attained to such perfection in Japan, that the English language has adopted the name of the empire itself to signify the highest perfection in the art of varnishing. Besides these, there are numerous other valuable trees indigenous to Japan, among which may be classed the bay-tree, the camphor-tree, the fig-tree, the cypress-tree, all of which are made subservient to the wants and luxuries of the Japanese; and should commercial intercourse ever be

freely opened with that empire, could be made available in supplying most valuable export staples.

Hemp, cotton, rice, and every variety of cereals, some of them abounding with superior farina, are extensively and successfully cultivated. Rice is the principal food of the natives; and that raised in Japan is said to be the best grown in all Asia.

The silks, muslins, and cotton goods are manufactured with superior skill. Indeed, in several branches of handicraft the Japanese have no rivals. This is especially true as respects their ingenious and elegant carving in wood, ivory, pearl, and fish-bone.

By the laws of Japan, all intercourse is forbidden between the Japanese and foreigners; though, for a long period of time, the Chinese have been permitted to carry on a limited trade (*a*) at Nangasaki. The trade consists in the exchange of broadcloths and woolen stuffs for lacquered wares, copper, and other produce and manufactures.

The Dutch have been also permitted to send two vessels annually to this port for purposes of trade. The merchandise imported by the Dutch consists, chiefly, of wax, spices, ivory, iron bars, quicksilver, glasswares, musk, sapan-wood, sugar, piece-goods, and woolens, which they exchange for copper, camphor, silk and lacquered goods, wax, pitch, wheat, and Japanese manufactures. (*b*)

At an early period the Portuguese founded a settlement, and established trade with the Japanese, having succeeded in winning the favor of several of the native princes, through the instrumentality mainly of Christian missionaries.

In 1542, Fernando Mendez Pinto, a Portuguese, embarked in a junk from Macao to Lew-Chew; but, encountering adverse winds, he was driven to one of the western islands of the Japanese archipelago. About the same period, the celebrated Xavier arrived at Goa, and, proceeding soon after to Koyosima, made so favorable an impression on the Prince of Satsuma that an active and profitable intercourse at once sprung up between the western ports of Japan and Macao. This intercourse continued uninterrupted during a period of nearly forty years, when an edict was issued permitting the Portuguese to continue their trade as before, but forbidding them to bring any more missionaries, or even to speak on religious subjects. In 1635, under the reign of Yeye Mitson, a prison was constructed off Nangasaki, and all the Portuguese found in the country were there confined, and the commercial privileges which they had so long enjoyed were transferred to the Dutch, who were generally believed to be the instigators of the severe measures put in force against the Portuguese. A sanguinary battle between the Portuguese and native Christians, amounting to 38,000 men, on the one side, and the Dutch, and such of the natives as sympathized with them in their hostility to the Portuguese, on the other, was the result of these rigorous measures. The former fortified themselves in Simabara, and the latter made their attack under the command of the Dutch director Kockebecker. The fortress was soon reduced, and the Portuguese, rather than submit to their rivals, to whom they attributed all the misfortunes that had befallen them, perished to a man. An edict was immediately published, forbidding the Portuguese to enter the country.

The intelligence of these proceedings soon reached Macao, and four of the most distinguished citizens were sent to conciliate the favor of the government of Japan. They arrived at Nangasaki in 1640, and were immediately put under arrest, and condemned to death for entering the country in violation of the edict. The following inscription, written, it is said, by the Dutch director, Kockebecker, was placed on their grave:

"So long as the sun shall warm the earth, let no Christians be so bold as to come to Japan; and let all know, that the King of Spain himself, or the Christian God, or the Great Saca, if he violate this command, shall pay for it with his head."

The Portuguese have never since been permitted to renew their intercourse with Japan.

(*a*) The number of junks engaged in the trade annually is limited to four.

(*b*) A new provisional treaty between Holland and Japan was concluded at Nangasaki, on the 9th of November, 1855, which will be noticed more fully in a subsequent part of this Digest.

The first formal edict in favor of the Dutch was issued in 1611, and the privileges of trade which were then conceded have continued, modified at various times, to the present day.(*a*) In the earlier period of this trade, return cargoes consisted chiefly of silver and gold, Japanese copper being then but little known in Europe. This latter article, however, soon became one of the leading staples of Japanese export trade.

In a work, entitled "Notes of the Voyage of the Morrison from Canton to Japan," published in 1839, the following reference to the Dutch trade at this period is made:

"The Dutch were now left in sole possession of the trade with Japan; and, since that time, it is well known, their monopoly has never been disturbed. Their subsequent political intercourse has been limited to an occasional mission from Batavia, and the visits of the Dutch chief of the factory to Yedo, formerly made annually, but now once in four years. Charlevoix mentions embassies in 1664, 1656, and 1659. It was while the second of these missions was at Yedo, that two-thirds of that city and one hundred thousand of its population were destroyed by fire. It remains to trace, briefly, the use the Dutch have made of the monopoly to which they have so long aspired.

"Of the assortment and value of their import cargoes, in the 17th century, we have little or no account. Their returns had been in silver, chiefly, until 1641, when the directors of the company suggested returns in gold. Japanese copper was at this time in little estimation in Europe, because little known; but afterward, on a rise in value, it became an important return. The first order for twentythousand piculs was sent out in 1655."

Various restrictions and prohibitions have been, from time to time, imposed upon Dutch commerce by the Japanese authorities.

The imports and exports were limited, and the number of vessels was finally restricted to four, three, and two, as before the late treaty.

The profits realized by the Dutch from this trade have never been accurately ascertained. The author already cited, referring to the restrictions imposed by the Japanese government, remarks: "Under these circumstances, the trade, which had yielded an annual profit of five to six hundred thousand florins for the thirty years previous [to 1714], would no longer pay the charges."

Efforts have been made, at different periods, by the English and French governments, as well as by that of the United States, to open commercial intercourse with Japan; but, with the exception of the very limited concessions granted by the treaty of 31st March, 1854, between the United States and Japan, and concessions nearly similar allowed to the British, by treaty, subsequently ratified, and the privileges granted to the Dutch by the treaty of 1855, without success. Some years since, Russia endeavored to establish commercial relations with Japan; but the proposal was declined, and the envoys were ordered not to return again, on pain of death.

In a memorial presented to the United States Senate (January 18, 1855) by Aaron Haight Palmer, (Sen. Miscell. Doc. No. 10, 33d Cong., 2d sess.,) the exclusiveness of the Japanese government is thus accounted for:

"The city of Yedo is situated on a large plain, on the eastern coast of the island of Niphon, in latitude thirty-six degrees thirty-nine minutes north, and longitude one hundred and forty

(*a*) These facts of early European intercourse with Japan are derived from reliable sources; but details vary in different accounts. By one, it is stated, that after the Portuguese merchants had established a lucrative trade, and erected a fort, Portuguese priests followed, and soon 300,000 of the inhabitants of Nangasaki renounced idolatry, and embraced the Catholic religion. The Emperor, alarmed at this, issued an edict banishing the Portuguese and denouncing their religion. The viceroy of Nangasaki, a convert to Christianity, rebelled against the edict; but he was defeated, the Portuguese were expelled, and a second edict was issued forbidding Christians to set foot within Japan. But the Dutch, who had carried on a prosperous trade with the empire, under the auspices of the Portuguese, denied that they were Christians, and, after much negotiation, were permitted to prosecute commerce, although on terms the most degrading; among which were to spit on the Bible, trample on the crucifix, confine their residence to a small island opposite the city, deliver the keys of their warehouses nightly to the charge of a mandarin, and to pay all customs dues exacted, at once on the arrival of their vessels, to native collectors.

degrees east. It lies in the form of a crescent, around the bay of the same name, at the mouth of one of the largest rivers of the island. The circumference of the city is said to be over fifty miles, and its population is estimated at upwards of two millions. It contains the residences of the princes and great lords, who are compelled to reside there half the year. None of their mansions are more than two stories high, and most of them only one story, of a simple style of architecture, and generally surrounded by wide enclosed courts and extensive gardens.

"The palace, or residence of the Seogoon, is built of freestone, and is encompassed by a wall said to be fifteen miles in circumference, including a wide interior area, occupied by the spacious mansions of the princes and other high ministers of his court. The palace contains a great apartment called 'The Hall of Hundred Mati,' brilliantly adorned by pillars of cedar, painted walls, and gilded ceilings. In this hall the presents brought by the Dutch mission for the imperial court are displayed; and it is here the envoy is admitted to a brief audience with the Seogoon and the grand dignitaries of the empire.

"After being compelled to make many degrading obeisances, to crawl on his hands and knees to a place shown him between the presents arrayed in due form on one side, and the place where the Seogoon sits on the other, and then kneeling, he bows his forehead to the ground and retires, crawling backwards, without being permitted to look up or utter a single word. On some occasions, the envoy and his suite haye been required to dance, sing, play on musical instruments, and practise buffoonery, for the amusement of the Seogoon and his court.

"Such degrading acts of homage and submission, together with the servile obsequiousness of the Dutch residents to the Japanese officials, on all occasions, for upwards of two hundred years, with the object of maintaining their paltry trade at Dezima, have inspired the court of Yedo with a profound contempt for foreigners of the western nations. This will, in a great measure, account for the invariable assumption of its haughty and arrogant bearing towards strangers who have visited the country, as well as for its barbarous treatment of shipwrecked mariners."

The treaty, already referred to, between the United States and Japan, which was concluded March 31, 1854, ratified August 7, 1854, exchanged February 21, 1855, and proclaimed June 22, 1855, is as follows:

"The United States of America and the empire of Japan, desiring to establish firm, lasting, and sincere friendship between the two nations, have resolved to fix, in a manner clear and positive, by means of a treaty or general convention of peace and amity, the rules which shall in future be mutually observed in the intercourse of their respective countries; for which most desirable object the President of the United States has conferred full powers on his commissioner, Matthew Calbraith Perry, special ambassador of the United States to Japan, and the august Sovereign of Japan has given similar full powers to his commissioners, Hayashi, Daigaku-no-kami, Ido, prince of Tsus-Sima, Izawa, prince of Mima-saki, and Udono, member of the board of revenue. And the said commissioners, after having exchanged their said full powers, and duly considered the premises, have agreed to the following articles:

"ARTICLE I. There shall be a perfect, permanent, and universal peace and a sincere and cordial amity between the United States of America on the one part, and the empire of Japan on the other part, and between their people respectively, without exception of persons or places.

"ARTICLE II. The port of Simoda, in the principality of Idzu, and the port of Hakodade, in the principality of Matsmai, are granted by the Japanese as ports for the reception of American ships, where they can be supplied with wood, water, provisions, and coal, and other articles their necessities may require, as far as the Japanese have them. The time for opening the first-named port is immediately on signing this treaty; the last-named port is to be opened immediately after the same day in the ensuing Japanese year. [*Note.*—A tariff of prices shall be given by the Japanese officers of the things which they can furnish, payment for which shall be made in gold and silver coin.]

"ARTICLE III. Whenever ships of the United States are thrown or wrecked on the coast of Japan, the Japanese vessels will assist them, and carry their crews to Simoda, or Hakodade, and hand them over to their countrymen appointed to receive them; whatever articles the shipwrecked men may have preserved shall likewise be restored, and the expenses incurred in the rescue and support of Americans and Japanese who may thus be thrown upon the shores of either nation are not to be refunded.

"ARTICLE IV. Those shipwrecked persons and other citizens of the United States shall be free as in other countries, and not subjected to confinement, but shall be amenable to just laws.

"ARTICLE V. Shipwrecked men and other citizens of the United States, temporarily living at Simoda and Hakodade, shall not be subject to such restrictions and confinement as the Dutch and Chinese are at Nangasaki, but shall be free at Simoda to go where they please within the limits of seven Japanese miles (or *ri*) from a small island in the harbor of Simoda, marked on the accompanying chart hereto appended; and shall in like manner be free to go where they please at Hakodade, within limits to be defined after the visit of the United States squadron to that place.

"ARTICLE VI. If there be any other sort of goods wanted, or any business which shall require to be arranged, there shall be careful deliberation between the parties in order to settle such matters.

"ARTICLE VII. It is agreed that ships of the United States resorting to the ports open to them shall be permitted to exchange gold and silver coin and articles of goods for other articles of goods, under such regulations as shall be temporarily established by the Japanese government for that purpose. It is stipulated, however, that the ships of the United States shall be permitted to carry away whatever articles they are unwilling to exchange.

"ARTICLE VIII. Wood, water, provisions, coal, and goods required, shall only be procured through the agency of Japanese officers appointed for that purpose, and in no other manner.

"ARTICLE IX. It is agreed that if at any future day the government of Japan shall grant to any other nation or nations privileges and advantages which are not herein granted to the United States and the citizens thereof, that these same privileges and advantages shall be granted likewise to the United States and to the citizens thereof, without any consultation or delay.

"ARTICLE X. Ships of the United States shall be permitted to resort to no other ports in Japan but Simoda and Hakodade, unless in distress or forced by stress of weather.

"ARTICLE XI. There shall be appointed by the government of the United States consuls or agents to reside in Simoda, at any time after the expiration of eighteen months from the date of the signing of this treaty: provided that either of the two governments deem such arrangement necessary."

The harbor of Simoda is near the southeastern extremity of the peninsula of Idzu, and affords a safe and capacious anchorage.

Hakodade lies on a spacious and beautiful bay of that name, and, for accessibility and safety, is one of the finest in the world—capable, says the "Hong Kong Register," of holding all the fleets of the Pacific in security.

The following are the port regulations of Simoda:

"Three natives have been appointed pilots for American vessels entering or departing from the port of Simoda, and the following rates of pilotage have been established by the proper authorities, viz:

Vessels drawing over	18	feet, pay	.....	$15	00
" " "	13	" and less than	18.....	10	00
" " under	13	"	.....	5	00

"These rates shall be paid in gold or silver coin, or their equivalent in goods; and the same shall be paid for piloting vessels out, as well as into port.

"When vessels anchor in the outer roads, and do not enter the inner harbor, only half the above rates of compensation shall be paid to pilots.

"A look-out place shall be established at some convenient point, from which vessels appearing in the offing can be seen and reported; and when one is discovered, making apparently for the harbor, a boat shall be sent to her with a pilot. And in order to carry this regulation into full effect, boats of suitable size and quality shall always be kept in readiness by the harbor-master, which, if necessary, shall proceed beyond Rock island, to ascertain whether the vessel in sight intends entering the harbor or not. If it may be the desire of the master of the said vessel to enter the port, the pilot shall conduct her to safe anchorage, and, during her stay, shall render every assistance in his power in facilitating the procurement of all the supplies she may require.

"The prices for supplying water to American vessels at Simoda shall be fourteen hundred cash(*a*) per boat-load (the casks being furnished by the vessel). And for wood delivered on board, about seven thousand two hundred cash per cube of five American feet."

The foregoing is a full summary of the concessions granted to American intercourse by the treaty with Japan of March 31st, 1854. As a means of opening commercial relations with that empire, its provisions have proved inefficient; but, before submitting any notice of facts that have come to the knowledge of the Department relative to this subject, it is deemed appropriate to give the leading provisions of the treaty entered into by Great Britain with Japan.

The first article of this treaty opens the ports of Nangasaki and Hakodade to British vessels to repair and obtain supplies only. It opens all parts of these ports; but, as respects anchorage, vessels must conform to the instructions of the local government. Safe and commodious places are to be designated for the repair of vessels. Workmen, material, and other necessary supplies to be furnished by the local government, in accordance with a tariff to be agreed upon, which shall regulate the manner of payment. All official communications to be conducted in the English language, as soon as the Japanese shall have acquired a knowledge of that language. A place to be reserved as a burial-ground for the English at Medsuma Sima, which will be enclosed by a stone wall and suitably protected.

The second article stipulates, that at each of the ports of Nangasaki and of Hakodade, the regulations of the port shall be observed; but the Japanese government will see that these regulations shall be such as to create no difficulties and interpose no obstacle whatever to the general object of the treaty, which is essentially designed to facilitate amicable relations between Great Britain and Japan.

The third article declares that only vessels in distress or dismantled can enter other ports than Nangasaki and Hakodade, without permission of the Japanese government; but ships of war possess, as a necessary attribute of their public character, the general right to enter all the ports of friendly powers; while, however, this right shall suffer no prejudice or restriction, the vessels of war of her Britannic Majesty will not enter any other than open ports, without necessity, nor without offering proper explanations to the imperial authorities.

The fourth article provides that British ships and subjects in Japanese ports shall conform to the laws of Japan; and that if any subordinate British subjects commit offences against the laws, they shall be delivered to their own officers for punishment; and that if superior officers, or commanders of ships, shall break the laws, it will lead to the closing of the ports specified: but it is not intended by this article that any acts of individuals, whether high or low, previously unauthorized or subsequently disapproved of by her Majesty the Queen of Great Britain,

(*a*) 600 copper cash are equal to 43 cents, (arbitrary value). The currency in Japan is similar to that of China, in which 1 tael = 10 mace = 100 candareens = 1000 cash = $1 48 U. S. currency.

can set aside the convention entered into with her Majesty alone by his Imperial Highness the Emperor of Japan.

The fifth article secures, in the fullest sense, to British ships and subjects, in every port of Japan, either now open or hereafter to be opened, an equality, in point of advantage and accommodation, with the ships and subjects or citizens of any other nation, without prejudice, however, to any peculiar privileges hitherto conceded to the Dutch and Chinese in the port of Nangasaki. If, therefore, any other nation or people be now, or hereafter, permitted to enter other ports than Nangasaki and Hakodade, or to appoint consuls, or to open trade, or to enjoy any advantage or privilege whatever, British ships and subjects shall, as of right, enter upon the enjoyment of the same.

The sixth article declares that the convention shall be exchanged at Nangasaki, on behalf of her Majesty the Queen of Great Britain, and on behalf of his Highness the Emperor of Japan, within twelve months from the 14th day of October, 1854.

The governor of Nangasaki communicated, in October, 1854, to Sir James Sterling, the following standing port regulations:

ARTICLE 1. Ships shall anchor within two sima, and there await the direction of the governor.

ART. 2. No fire-arms to be discharged.

ART. 3. No person to land on any of the islands.

ART. 4. No soundings to be taken, nor boats to be pulling about.

ART. 5. Should any communications be desired, a boat of the upper officers shall be called; but no communication shall be held with merchant boats, and no exchange of articles take place, or trading of any sort.

The above being according to the law of Great Japan, all commanders and other officers shall obey the same, and orders shall be given to the crew that the aforesaid law shall not be broken.

An arrangement, made subsequently to the convention with Great Britain, requires that British ships, intending to visit Japan, shall be provided with a document in proof of their nationality, and as a check upon the conduct of vessels in Japanese ports; and her Majesty's government has directed a form of certificate of registration to be adopted, which has been accepted as satisfactory by the Japanese authorities; and merchant ships arriving in Japanese ports are to submit their certificate of registration to the officers to be appointed by the Japanese authorities, and to permit them to make such extracts from it as may seem good to them, before such ships can be admitted to obtain repairs and supplies. Her Majesty's ships of war are not to be provided with such documents; but the officers in command, upon proper application, will afford all reasonable information regarding their ships.

Holland has also recently formed a provisional treaty with Japan, as already mentioned; but it is stated that the Dutch government withholds it from publication. The Singapore papers give the following summary of its provisions:

"The Dutch are no longer limited to Decima, but may freely resort to Nangasaki and the immediate neighborhood.

"The island of Decima is placed at the disposal of the Dutch, and the buildings thereon sold to Holland.

"This island will serve as an entrepot for the Dutch, where they can land their goods without payment of duties or search. The keys of the water-gates and of the entrepot warehouses will remain with the Dutch chief factor.

"The usual duties will not be exacted until goods are brought to Nangasaki.

"The trade with the Dutch government remains on the former footing.

"Free exercise of religion and right of burial is conceded to the Dutch.

"There shall exist, henceforward, freedom of communication with other ships entering or departing from the roads.

"A definitive treaty is to be hereafter concluded; but, until that takes place, the present agreement is to be considered in force."

The above is, in substance, all that has been published relative to the convention between Holland and Japan; but, until the definitive treaty, alluded to in the last paragraph, shall have been entered into, the intercourse between the two countries will be of the same limited character that has hitherto existed. Indeed, the Japanese evince an almost invincible repugnance to opening their ports to foreign commerce, and, in their interpretation of treaties, concede nothing beyond what is specifically granted. Thus, the term "temporary residence" in the treaty with the United States, is so strictly interpreted, that citizens of this country, who desired to land at one of the open ports, were required, before being permitted to go ashore, to state how long they intended so to reside; and intimations were given that "four or five days" would be sufficient to satisfy the words of the treaty. In one case, the applicants, whose object appears to have been to reside permanently at one of the open ports, for the purpose of establishing a depot for the supply of whaleships, were informed that, until they stated the exact number of days they intended to stay on shore, for "temporary residence," they would not be permitted to sleep one night from their vessel.

On the 17th August, 1855, the American schooner Wilmington, Brown master, of New London, Connecticut, arrived at Simoda from Hong Kong, with a miscellaneous cargo, supposed to be suitable for trade at that port. Shortly after casting anchor, some fifteen or twenty officers came on board, and desired to know on what business the vessel came into port. They were informed that she brought a cargo of American commodities, which the captain wished to sell or exchange for goods of Japanese manufacture. They then informed the captain that they could not trade; that the people at large would be much pleased to do so, but that the Emperor had positively prohibited all commercial intercourse, under penalty of death to the offenders. A letter was addressed to the governor of the city of Simoda, which was returned in the same envelope, with a verbal message to the effect that he would not be permitted to land a single article for trade, nor could he present any article for trade on shipboard. Wood and water (the former at five dollars per cord) were offered; but fresh provisions, it is stated by the captain, were refused. The vessel was, night and day, surrounded by guard-boats until she cleared from the bay. The "Wilmington" then proceeded to Hakodade, where she met with more liberal treatment, but permission to trade was refused, as at Simoda. The only provisions to be purchased consisted of beans, turnips, scallions, and such vegetables. The cattle the Japanese look upon as sacred, and will neither sell nor kill them. The captain and crew were permitted to go ashore and visit wherever they pleased. They were also exempted from the vigilance of guard-boats, as well as from the constant attendance of guards, as at Simoda.(*a*)

It seems evident, therefore, so far as appears, that, under the present treaty, the Japanese government will not permit any trade to be carried on; nor is there much probability of the treaty receiving any more liberal interpretation than that given to it by the officials at Simoda. It is, as the Japanese aver, a treaty of peace and amity only, strictly guarded against any concession or clause under which American citizens could claim the privileges of general trade.

LEW-CHEW ISLANDS.

The occupation of the inhabitants of these islands is chiefly agriculture, although they have some little commerce with China and Japan, to which they send, annually, a few junks, laden with provisions and clothes, and bring, in return, the productions of those countries. They have no currency of their own, but are familiar with the money, particularly the Chinese copper coin, called cash.

(*a*) Consular returns.

Their manufactures consist of coarse sugar, common salt, spirits from rice, cotton and grass cloth of rude texture, lacquered ware (said to be of inferior quality), pottery, hair-pins, junks, agricultural tools, and a variety of other articles for domestic purposes.

The principal seaport is Napa, or Napa-Keang, situated in latitude 26° 13′ N., and longitude 127° 36′ E. The harbor is secure, and the port is now open to American vessels, for the purposes specified in the convention concluded July 11, 1854, and proclaimed March 9, 1855.

The government of Japan having virtually disclaimed any jurisdiction whatever over the Lew-Chew Islands, a separate compact was entered into between the United States and the kingdom of Lew-Chew. It is as follows:

"Hereafter, whenever citizens of the United States come to Lew-Chew, they shall be treated with great courtesy and friendship. Whatever articles these people ask for, whether from the officers or people, which the country can furnish, shall be sold to them; nor shall the authorities interpose any prohibitory regulations to the people selling; and whatever either party may wish to buy, shall be exchanged at reasonable prices. Whenever ships of the United States shall come into any harbor in Lew-Chew, they shall be supplied with wood and water at reasonable prices; but if they wish to get other articles, they shall be purchasable only at Napa. If ships of the United States are wrecked on Great Lew-Chew, or on islands under the jurisdiction of the royal government of Lew-Chew, the local authorities shall despatch persons to assist in saving life and property, and preserve what can be brought ashore, till the ships of that nation shall come to take away all that may have been saved; and the expenses incurred in rescuing these unfortunate persons shall be refunded by the nation they belong to. Whenever persons from ships of the United States come ashore in Lew-Chew, they shall be at liberty to ramble where they please, without hinderance, or having officials sent to follow them, or to spy what they do; but if they violently go into houses, or trifle with women, or force people to sell them things, or do other such like illegal acts, they shall be arrested by the local officers, but not maltreated, and shall be reported to the captain of the ship to which they belong, for punishment by him. At Tumai is a burial-ground for the citizens of the United States, where their graves and tombs shall not be molested. The government of Lew-Chew shall appoint skillful pilots, who shall be on the look-out for ships appearing off the island; and if one is seen coming towards Napa, they shall go out in good boats, beyond the reefs, to conduct her into a secure anchorage; for which service the captain shall pay the pilot five dollars, and the same for going out of the harbor, beyond the reefs. Whenever ships anchor at Napa, the officers shall furnish them with wood at the rate of three thousand six hundred copper cash (43 cents) per thousand catties; and with water at the rate of six hundred copper cash for one thousand catties, or six barrels full, each containing thirty American gallons."

CHINA.

CHINA.

THE Chinese Empire, comprising China proper and several external territories of great extent, forms one of the largest, and, as regards population, civilization, and resources, the most remarkable nation, to which the attention of the statistician could be attracted. Its history, its government, and its manners are peculiar to itself, and date from ages long prior to extant records. The very name which designates this vast empire on modern maps is unknown to the Chinese themselves, and its origin is even now a subject of discussion. It is, most probably, derived from the dynasty of Tsin, or Chin, whose chief first obtained complete sway 250 years before the Christian era. The country was known to the Malays, Hindoos, Persians, Arabians, and other Asiatic nations, by the name of Jin, Chin, Sin, Sinæ, &c.; and it is, perhaps, referred to in Isaiah (xlix: 12) as the land of Sinim. Among the numerous names given to the country by the Chinese themselves, there is one, "Sz'-Hia" (all within), which is sufficiently significant of its "all within," or exclusive policy, in respect to other nations, to mark its entire appropriateness.

The best authorities place this extensive empire between 20° 20′ and 56° 12′ north latitude, and 70° and 144° east longitude. The area is computed at 5,000,000 square miles, and the population at 420,000,000 souls. For administrative purposes, the empire is divided into three principal parts, viz: China proper, Manchuria, and the colonial possessions. These include Mongolia, Ili, with Songaria and Eastern Turkestan, Kokonai, Thibet, &c.

There is no country in the world better watered than China. The Yang-tse-Kiang, which traverses the country, centrally, west to east, has a course of 2,900 miles. The Hoang-ho, the next river in size, has a course of 2,000 miles, during the larger and lower part of which it gradually approaches the former, and, being united with it by the Imperial canal, which has a length of 700 miles, furnishes what is said to be the most magnificent system of water communication in the world—a system which brings all the provinces into direct communication with each other, and gives an inland navigation, with only one interruption, from Canton to Peking. The Hong-kiang is a river of considerable size, but still more commercial importance, having its embouchure at Canton.

The internal trade of China, aided by the unusual facilities derived from its water-communication, ramifies over all the provinces, and is of incalculable magnitude. Junks, barges, and whole fleets of smaller boats, cover its canals and rivers, the tonnage of which is said not to be exaggerated in equalling it with the combined tonnage of all other nations! The coasting trade is comparatively small, and is much impeded, not only by the dangers of navigation, along a coast frequently visited by storms of terrific violence, but by hordes of pirates, who roam about almost with impunity, and make an easy prey of defenceless traders.

Until after the war with England, the trade with foreigners, exclusive of that carried on by the main land (chiefly with Russia, at Kiachta), was restricted to the mouth of Canton river. Four other ports are now open to foreign trade, viz: Amoy, Fu-Chow-Fu, Ningpo, and Shanghai.

A brief notice of each of these ports may not be inappropriate, before entering upon the commercial relations of China with the United States, and with the other principal commercial nations.

CANTON, or Kwang-chan-fu, lies on the left bank of the Choo-Kiang, or Canton river, about 70 miles from its mouth, and is the greatest commercial emporium of the empire. The city is enclosed by brick walls, on a sandstone foundation, six or seven miles in circuit, and entered by 12 gates. The suburbs are nearly as large as the city itself. On the south, they stretch along the river-side, and at their southwest corner are the "hongs," or foreign quarters—a long range of buildings separated from the river by a quay. There are in all 13 hongs, including those belonging to the British, American, Dutch, and other merchants. The whole territory, however, allotted to foreigners, is comparatively limited. The population of Canton is about 1,000,000, a large part of which resides on water, so that for four or five miles opposite to, and above and below the city, the river is crowded with floating dwellings.

AMOY (Hai-mum) is situated on an island of the same name, in a bay of the China sea, opposite Formosa, and is an important point for foreign trade. The city is well fortified, and the harbor admits shipping up to the quays. The population numbers about 250,000.

FU-CHOW-FU, on the Min river, 28 miles from its mouth, is surrounded by an amphitheatre of hills, and enclosed by castellated walls 9 or 10 miles in circuit, outside of which are extensive suburbs. This port is situated within 70 miles of the black-tea district; and the city of Fu-chow-fu, besides its large factories for the manufacture of cotton, dyed blue cloths, &c., contains 500 ovens for the production of porcelain, which is here brought to a state of great perfection. The foreign trade of this port is extensive, as well as its commerce with all the maritime provinces, and the Lew-Chew and Japanese islands. Its population is estimated at 500,000.

NINGPO.—This is also a walled city, admirably situated for trade, at the junction of three streams, which, uniting their waters, flow hence in one stream to the ocean, eleven miles distant. Ningpo has large manufactures of silk, and a population of about 300,000 inhabitants. It is stated that about 670 junks visit this port annually from Shantung and Leas-tong, freighted with oil, provisions, fruits, caps, cordage, horns, drugs, rice, and silk; 560 from Fo-kien, and Hai-nan, with sugar, alum, pepper, black tea, indigo, salt, rice, and dye-woods; from Canton and the straits, several vessels; and from the interior, about 4,000 small craft every year; the total imports being estimated at $7,650,000 annually. It is several days nearer to the green-tea districts than Shanghai, and has, consequently, affected to some extent the trade of that port.

SHANGHAI, on the Woosung river, about 14 miles from the sea, stands on a level and highly cultivated plain, and is enclosed by a wall 5 miles in circuit, outside of which are populous suburbs. There are numerous manufacturing establishments in Shanghai, and the native trade at this port is, perhaps, more extensive than at any other in China. The population is supposed to reach about 200,000. The chief manufactures are flowered silk, of beautiful and delicate texture; glass, paper, ivory and bone, gold and silver, and iron wares. Shanghai is an important entrepot of the commerce between the northern and southern provinces of China, exporting manufactured goods to Tien-tsin, in the metropolitan province of Chi-li, and importing large quantities of pulse, flour, meats, rhubarb, and skins, from the shores of the Yellow sea. An extensive internal communication by water facilitates its trade with all the northern half of China, and it is stated to have a direct trade with the countries of Central Asia. Its coasting trade is also very extensive—as many as 3,000 junks being often crowded together in its river—from Hai-nan, Canton, and the Asiatic archipelago. The chief exports of Shanghai to foreign countries are silk, tea, camphor, drugs, cassia, and the best porcelain.

The commercial relations of the United States with China are regulated by the stipulations of the treaty of July 3, 1844. A treaty, similar in all its leading provisions, was negotiated with Great Britain in 1842, and a tariff of duties on imports and exports, and duties on tonnage, are made a part of both these treaties. Formerly, foreign intercourse, as already re-

marked, was confined to Canton, and hither were brought, from the distant parts of the empire, teas, silks, and other leading staples of China. Trade was invariably conducted through the intervention of *hong* merchants, who were licensed agents of the government, and answerable to it for all duties of import, export, and other charges accruing on the vessel, the affairs of which they managed. This system was adopted as a precautionary measure for securing the duties and other dues levied on foreign vessels; but the treaties referred to containing ample stipulations respecting this subject, the agency of the hong merchants has been abolished, and their duties transferred to the consuls of the nations to which the vessels respectively belong.

The treaty between the United States and China guaranties the same commercial advantages and privileges to the citizens of the United States that are, or shall be, conceded to the citizens of any other foreign power. Fees and charges of every kind, not comprehended in the treaty, are abolished. Trade is permitted to the five ports of Kwang-chow, Amoy, Fuchow, Ningpo, and Shanghai, and from either of the said ports to any other of them; but it is prohibited to any other ports in the empire, or along the coasts thereof, under a penalty of confiscation of vessel and cargo. Trade is subject to no restrictions as to origin or nature of cargo, or port of departure, with the exception of the article opium, which is declared contraband. Captains on entering are required to deposite their papers with the consul of their nation, who will notify the proper local authority of the name and tonnage of the vessel, names of the crew, and nature of cargo. Tonnage duty is fixed at 5 maces (equal to 74 cents) per ton, if the vessel is over 150 tons burden; 150 tons or under, 1 mace (equal to 14.8 cents) per ton. Before cargo can be landed, a permit must be obtained from the local authority, under a penalty of 500 dollars, and forfeiture of goods so landed.

Standards of weights and measures are to be supplied by the Chinese government to the consuls of the different nations, to secure uniformity, and prevent confusion in measures and weights of merchandise. The former limitation of foreign trade to hong merchants, appointed by the government, is abolished; and citizens of the United States are admitted to trade with any and all subjects of China, without distinction. The privilege is conceded of re-exporting into any other port any merchandise imported into any one of the five ports, without being subject to any additional duty, provided the full duty was paid when first imported, and the goods remain with their original marks unchanged; but this privilege must be specially applied for through the American consul.

The other provisions of the treaty apply mostly to the privileges, and duties, and police regulations, applicable to the consuls, merchants, and citizens of the United States at the five ports. Shipping dues, formerly charged on the measurement of the ship's length and breadth, at so much per *chang*, and all the old charges of measurement, entrance, and port clearance fees, daily and monthly fees, &c., are also abolished by this treaty; and the tonnage duty on the registered tonnage of the vessel, specified in the preceding synopsis, is substituted in lieu thereof.

Commercial relations between the United States and China date from a period as early as 1784. In the month of February of that year, it appears that the "Empress of China," a ship of 360 tons, sailed from New York for Canton, and returned the following year, with a rich and valuable cargo. The success, as well as the novelty of this adventure, attracted no little attention throughout the country. The ensuing year another voyage was made, in a small vessel of only 84 tons burden, with equal success. Merchants were soon induced to engage in an enterprise which promised the most flattering results; and, as early as 1789, five years after the American flag had first entered the Chinese seas, fifteen American ships arrived at Canton. Such was the origin of an extensive and profitable trade between the United States and the Celestial Empire.

Trade between the United States and China is of two kinds: *direct*, carried on generally on American account, and constituting the basis of the Treasury Reports as respects American trade with China; and *indirect*, or that carried on by the Americans between China and other

parts of the world. Of this latter trade, no official accounts can be returned to the Treasury Department; a fact that will generally account for the apparent large balances of trade against the United States, given in the annual reports from that Department.

THE TEA TRADE.

Tea is the chief article imported from China into the United States. The whole imports from China to the United States in 1855 amounted to $11,048,726, of which tea covered $6,806,463. In 1854, the total imports reached $10,506,329, of which tea amounted to $6,545,115; and in 1853, $10,573,710, of which tea covered $8,174,670.

The following tables afford a review of the quantities of tea imported into the United States from China since the commencement of that trade, so far as they can be gathered from various official returns:

Years.	Quantities.	Years.	Quantities.
	Pounds.		*Pounds.*
1790	3,047,242	1797	2,008,399
1791	985,997	1798	1,890,965
1792	2,614,008	1799	4,501,503
1793	2,009,509	1800	3,797,634
1794	2,460,914		
1795	2,374,118	Total	28,000,548
1796	2,310,259		

Making an average annual importation for the first eleven years of the trade of 2,500,000 pounds.

The quantities of teas of all kinds imported into the United States each year from 1801 to 1812, is given as follows:

Years.	Quantities.	Years.	Quantities.
	Pounds.		*Pounds.*
1801	4,086,960	1807	8,108,774
1802	4,269,828	1808	4,812,638
1803	6,053,529	1809	1,482,690
1804	3,622,828	1810	7,839,457
1805	5,119,441	1811	3,018,118
1806	6,870,806	1812	3,056,089

Deducting the quantities ascertained to have been exported from the United States during the above period, we find the average annual consumption in the country to have been 3,350,000 lbs.

From 1813 to 1820, inclusive, the total amount consumed, or on hand, can alone be given. It approximates very closely, however, the total amount imported during that period, and was

as follows: teas consumed, or on hand, 26,717,917 lbs.; or an average annual quantity of 3,339,740 lbs.

The quantities of teas of all kinds imported into and exported from the United States, from 1821 to 1833, inclusive, together with the quantities retained for consumption, are shown as follows:

Years.	Imported.	Exported.	Consumed.
	Pounds.	*Pounds.*	*Pounds.*
1821	4,975,646	531,691	4,443,955
1822	6,639,434	1,333,846	5,305,588
1823	8,210,010	1,735,076	6,474,934
1824	8,934,487	1,148,868	7,785,619
1825	10,209,548	2,035,808	8,173,740
1826	10,098,900	1,998,672	8,100,228
1827	5,875,638	1,626,417	4,249,221
1828	7,707,427	1,417,846	6,289,581
1829	6,636,790	1,018,343	5,618,447
1830	8,609,415	1,736,324	6,873,091
1831	5,182,867	526,186	4,656,681
1832	9,906,606	1,279,262	8,627,344
1833	14,639,822	1,712,779	12,927,043

If from the imports are deducted the exports for each year, an average annual consumption, for the entire period, of 7,000,000 pounds will be given.

The following statement shows the imports and exports of tea, the quantity remaining on hand, or consumed each year, from 1834 to 1841, exclusive of 601,319 lbs. imported during the entire period from other countries than China:

Years.	Imported.	Exported.	Consumed or on hand.
	Pounds.	*Pounds.*	*Pounds.*
1834	16,282,977	3,081,308	13,201,669
1835	14,415,572	2,082,866	12,332,706
1836	16,382,114	1,896,342	14,485,772
1837	16,982,384	2,508,386	14,473,998
1838	14,418,112	2,435,302	11,982,810
1839	9,349,817	1,592,033	7,757,784
1840	20,006,595	3,123,496	16,883,099
1841	11,560,301	660,832	10,899,469
Total	119,397,872	17,380,565	102,017,307

The preceding table will show that the average annual amount consumed, or retained on hand, during this period, was 12,752,163 pounds.

The following statement exhibits the values of all imports from China into the United States from 1833 to 1841, inclusive, distinguishing the values of teas; together with the number of vessels and the tonnage employed in the trade:

Years.	No. of vessels.	Tonnage.	Values of imports.	Values of teas.
1833	41	15,334	$7,541,570	$5,484,603
1834	43	15,550	7,892,327	6,217,949
1835	36	13,495	5,987,187	4,522,806
1836	43	16,445	7,324,816	5,342,811
1837	42	16,160	8,965,337	5,903,054
1838	29	11,821	4,764,536	3,497,156
1839	18	7,392	3,678,509	2,428,419
1840	35	14,771	6,640,829	5,427,010
1841	28	11,986	3,695,388	3,466,245
Total	315	122,954	56,490,499	42,290,053

From the preceding table, it may be seen that the value of teas reached, annually, during the period designated, about $4,698,894, and constituted 75 per cent. of the value of the entire imports; while the trade employed annually about 35 vessels, averaging 390 tons each.

The preceding table is continued, as follows, down to 1855, and exhibits, generally, the same proportion between the value of total imports from China and the value of teas:

Years.	Tonnage.	Values of imports.	Values of teas.
1842	12,488	$4,934,645	$4,367,101
1843	13,460	4,385,566	3,776,464
1844	15,399	4,931,255	4,075,191
1845	21,682	7,285,914	5,730,101
1846	19,243	6,593,881	5,022,600
1847	17,775	5,583,343	4,278,448
1848	24,383	8,083,496	6,217,111
1849	19,418	5,513,785	4,071,789
1850	29,414	6,593,462	4,585,720
1851	38,914	7,065,144	4,633,529
1852	78,085	10,593,950	7,144,500
1853	92,864	10,537,710	8,174,670
1854	70,426	10,506,329	6,545,115
1855	70,815	11,048,726	6,806,463

Statement showing the quantities of tea exported from China to Great Britain and the United States, respectively, for a period of ten years, ending June 30, 1854.

[Made up from the "China Mail."]

Years.	POUNDS OF TEA EXPORTED TO—		Years.	POUNDS OF TEA EXPORTED TO—	
	Great Britain.	United States.		Great Britain.	United States.
1845	53,570,200	20,762,558	1850	53,961,800	21,757,800
1846	57,584,600	18,502,288	1851	64,020,100	28,760,800
1847	53,365,000	18,171,625	1852	65,137,200	34,334,000
1848	47,694,300	19,338,640	1853	72,906,100	40,974,500
1849	47,242,700	18,672,300	1854	77,217,900	27,867,500

Statement showing the quantities of tea exported from China to Great Britain, France, and the United States, from 1821 *to* 1840.

[From French authorities.]

Years.	England.	France.	United States.	Total.
	Kilos. (*a*)	*Kilos.*	*Kilos.*	*Kilos.*
1821	13,820,000	56,000	2,238,000	16,114,000
1822	12,315,000	14,000	2,987,000	15,316,000
1823	13,072,000	15,000	3,694,000	16,781,000
1824	14,302,000	6,000	4,010,000	18,318,000
1825	13,206,000	3,000	4,581,000	17,790,000
1826	13,428,000	151,000	4,533,000	18,112,000
1827	17,886,000	276,000	2,641,000	20,803,000
1828	14,706,000	----------	3,460,000	18,166,000
1829	13,745,000	121,000	2,968,000	16,834,000
1830	14,354,000	9,000	3,863,000	18,226,000
1831	14,242,000	237,000	2,330,000	16,809,000
1832	14,269,000	47,000	4,452,000	18,768,000
1833	14,427,000	386,000	6,587,000	21,400,000
1834	14,413,000	648,000	7,319,000	22,380,000
1835	18,725,000	46,000	6,482,000	25,253,000
1836	21,800,000	116,000	7,361,000	29,277,000
1837	16,426,000	35,000	7,628,000	24,089,000
1838	18,187,000	124,000	6,485,000	24,796,000
1839	17,172,000	93,000	4,184,000	21,449,000
1840	12,610,000	264,000	9,063,000	21,937,000

In addition to the foregoing, large quantities of tea are exported from China to the Netherlands, Hanse-towns, the Levant, the Mediterranean, and Russia. To the last named country there were exported in 1839, 3,442,000 kilos., and in 1840, 3,585,000 kilos.; which, added to the totals for 1839, will give, for that year, 24,891,000 kilos., and for 1840, 25,522,000 kilos.

"In the consumption of tea, the United States rank next to Great Britain. From 1815 to 1834, there were exported to the former, for consumption and re-exportation, 35,805,000 kilos. In 1832, 4,028,000 kilos., of which 20,000 kilos. were re-exported. In 1833–'34, the Americans exported from Canton for Europe 1,044,000 kilos. Consumption in the United States has largely increased since tea was put on the free list of that country." (*b*)

Next to tea, raw silk is the principal export from China. The quantities exported to the United States, during a period of six years, ending June 30, 1854, appear from cousular returns to have been as follows—the entire export being from the port of Shanghai: In 1849, 35 bales; 1850, 415 bales; 1851, 250 bales; 1852, 298 bales; 1853, 534 bales; 1854, 1,074 bales.

It has been seen that tea constitutes in value about three-fourths of the entire imports into the United States from China. The description and amount of merchandise exported from the United States to China, in the direct trade, in exchange, may be inferred from the subjoined statement for 1842 and 1855:

(*a*) 2.20 lbs. each.

(*b*) "China Opened,"—a work published in Russia in 1838.

Principal articles of merchandise exported from the United States to Canton in 1842 *and in* 1855, *with the values, respectively.*

Articles.	1842.	1855.
Ginseng	$63,000	$19,445
Skins and furs	18,000	----------
Beef	2,847	6,415
Pork and bacon	1,789	13,058
Tobacco	2,518	2,731
Cordage, &c.	1,165	2,480
Copper	2,730	6,319
Cotton manufactures	337,470	588,521
Flour and ship-bread	6,766	5,988
Hats	2,830	------ (*a*) -----
Candles and soap	4,476	1,888
Lead	163,642	54,412
Iron manufactures	12,924	40,013
Twist yarn	18,255	------(*b*)------
Gold and silver bullion and coin	606,714	674,965
Sundries	81,330	380,876
Total	1,326,456	1,797,111

The subjoined statements, derived from French and British official returns, will be found generally to correspond, with some variations and discrepancies, with those already given from official authorities of the United States:

Value of commerce between the United States and China, the years specified.

Years.	From China to the United States.	From the U. States to China.
	Francs.	*Francs.*
1834	42,092,000	5,389,000
1835	31,932,000	9,966,000
1836	39,066,000	6,369,000
1837	47,815,000	3,363,000
1838	25,410,000	8,089,000
1839	19,619,000	8,179,000
1840	35,397,000	5,389,000
1841	21,519,000	6,485,000

Returns from China to the United States are, in general, direct. This may account for the excess of imports over exports. The latter frequently consist of English and Dutch merchandise laden on freight at Bengal and Batavia. Thus, in 1836–'37, merchandise of foreign produce, amounting to 13,390,000 francs, including rice taken in at Batavia, Penang, or Manilla, to the amount of 4,635,000 francs, was imported into China in American bottoms. Of the 6,485,000 francs shown for the direct exports in 1841, domestic produce and manufactures covered 3,863,000 francs, and foreign merchandise 2,622,000 francs.

(*a*) Included in sundries. (*b*) Included in cotton manufactures.

The following tables exhibit the description of merchandise, with the quantities and values, which entered into the direct trade between the United States and China, the years designated:

Quantities and values of imports from China into the United States, from 1834 *to* 1841.

[Made up from British returns.]

Denomination of merchandise.	1834.		1835.		1836.		1837.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
	Pounds.	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*
Tea	16,268,000	6,211,000	14,403,000	4,518,000	16,347,000	5,331,000	16,942,000	5,893,000
Tissues of cotton	----------	56,000	----------	6,000	----------	28,000	----------	37,000
Do silk(*a*)	----------	996,000	----------	888,000	----------	1,214,000	----------	1,851,000
Silk, sewing	----------	14,000	----------	39,000	----------	84,000	----------	253,000
Do. raw	----------	79,000	----------	4,000	----------	9,000	----------	99,000
Raw sugar—brown	753,000	46,000	596,000	29,000	2,959,000	121,000	2,119,000	120,000
Cassia lignea	1,328,000	104,000	1,032,000	77,000	1,127,000	89,000	1,188,000	88,000
Porcelain	----------	14,000	----------	17,000	----------	27,000	----------	29,000
Metals, copper and tin	----------	19,000	----------	22,000	----------	19,000	----------	19,000
Camphor	4,000	1,000	21,000	4,000	39,000	10,000	338,000	90,000
Wooden wares	----------	5,000	----------	14,000	----------	10,000	----------	18,000
Indigo	2,000	1,000	----------	----------	9,000	6,000	4,000	3,000
Sundries	----------	346,000	----------	369,000	----------	377,000	----------	465,000
Total	----------	7,892,000	----------	5,987,000	----------	7,325,000	----------	8,965,000

QUANTITIES AND VALUES OF IMPORTS—Continued.

Denomination of merchandise.	1838.		1839.		1840.		1841.	
Tea	14,411,000	3,494,000	9,297,000	2,413,000	19,966,000	5,415,000	11,164,000	3,343,000
Tissues of cotton	----------	27,000	----------	4,000	----------	2,000	----------	----------
Do. silk (*a*)	----------	935,000	----------	928,000	----------	760,000	----------	286,000
Silk, sewing	----------	31,000	----------	----------	----------	20,000	----------	1,000
Do. raw	----------	16,000	----------	----------	----------	142,000	----------	166,000
Raw sugar—brown	528,000	20,000	----------	----------	336,000	11.000	91,000	7,000
Cassia lignea	461,000	36,000	439,000	32.000	647,000	49,000	564,000	46,000
Porcelain	----------	10,000	----------	4,000	----------	4,000	----------	1,000
Metals, copper and tin	----------	1,000	----------	67,000	----------	8,000	----------	----------
Camphor	----------	----------	----------	----------	103,000	20,000	40,000	9,000
Wooden wares	----------	8,000	----------	6,000	----------	5,000	----------	----------
Indigo	39,000	23,000	----------	----------	55,000	40,000	3,000	1,000
Sundries	----------	164,000	----------	225,000	----------	166,000	----------	125,000
Total	----------	4,765,000	----------	3,679,000	----------	6,642,000	----------	3,985,000

(*a*) Piece goods.

Quantities and values of exports from the United States to China, from 1834 *to* 1841.

[Made up from British returns.]

Denomination of merchandise.	1834.		1835.		1836.		1837.	
	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Domestic produce.	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*	*Pounds.*	*Dollars.*
Cotton goods	----------	152,000	----------	175,000	----------	86,000	----------	204,000
Skins and furs	----------	18,000	----------	61,000	----------	36,000	----------	----------
Pig lead	----------	----------	----------	----------	----------	----------	----------	----------
Ginseng	178,000	69,000	289,000	86,000	456,000	206,000	213,000	109,000
Cereals	brls. 1,100	5,000	brls. 1,200	6,000	brls. 1,100	7,000	----------	----------
Tobacco manufactured	17,000	1,000	16,000	2,000	4,000	1,000	----------	----------
Foreign produce.								
Opium	----------	----------	----------	51,000	----------	118,000	----------	52,000
Metals, crude and manufactured (lead)	359,000	25,000	145,000	10,000	584,000	32,000	27,000	42,000
Cloths of all kinds	----------	194,000	----------	55,000	----------	96,000	----------	27,000
Sundries	----------	167,000	----------	32,000	----------	198,000	----------	42,000
Specie—Gold	----------	52,000	----------	10,000	----------	----------	----------	7,000
Silver	----------	327,000	----------	1,381,000	----------	414,000	----------	148,000
Total	----------	1,010,000	----------	1,869,000	----------	1,194,000	----------	631,000

QUANTITIES AND VALUES OF EXPORTS—Continued.

Denomination of merchandise.	1838.		1839.		1840.		1841.	
Domestic produce.								
Cotton goods	----------	532,000	----------	262,000	----------	376,000	----------	188,000
Skins and furs	----------	56,000	----------	19,000	----------	27,000	----------	10,000
Pig lead	227,000	11,000	----------	----------	574,000	25,000	1,510,000	66,000
Ginseng	67,000	36,000	320.000	119.000	34,000	17,000	638,000	436,000
Cereals	----------	----------	brls. 1,500	10,000	brls. 3,000	13,000	----------	1,000
Tobacco manufactured	23,000	3,000	31,000	4,000	30,000	3,000	17,000	2,000
Foreign produce.								
Opium	----------	----------	----------	----------	----------	----------	----------	----------
Metals, crude and manufactured (lead)	315,000	30,000	171,000	16,000	699,000	38,000	60,000	2,000
Cloths of all kinds	----------	31,000	----------	----------	----------	7,000	----------	2,000
Sundries	----------	89,000	----------	117,000	----------	27,000	----------	67,000
Specie—Gold	----------	----------	----------	10,000	----------	----------	----------	----------
Silver	----------	729,000	----------	977,000	----------	477,000	----------	427,000
Total	----------	1,517,000	----------	1,534,000	----------	1,010,000	----------	1,201,000

The value of domestic produce exported from the United States to China, in direct trade, as appears from United States Treasury Reports, was in 1831, $244,790; in 1841, $715,000; showing an increase in ten years of $470,210.

The tonnage employed in the direct trade between England, France, and the United States, respectively, and China, from 1837 to 1840, was as follows:

Countries.	1837.		1838.		1839.		1840.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
England	88	49,906	89	48,508	66	36,665	44	22,998
France	-------	-------	6	1,858	2	516	6	1,854
United States	51	19,953	47	19,133	33	13,811	42	18,531

THE OPIUM TRADE.

This drug is chiefly grown in British India, where it has long been a strict monopoly of the government, and also in Persia and Turkey. It was first imported into China by the Portuguese; but up, to the year 1768, the whole quantity imported did not exceed from 100 to 200 chests, annually. The East India Company commenced its importation in 1773–'4; and, in 1780, small depots for its sale were established a little south of Macao. The trade continued to increase rapidly from India, until 1794, when large English ships found it profitable to anchor near Whampoa, for fifteen months at a time, selling opium. In 1800, its sale had risen to about 2,000 chests; but, this year, its further importation into China was prohibited. Since that period, the smuggler succeeds the legal importer; and, although the importation is no longer conducted in the vessels of the East India Company, it is extensively cultivated under their monopoly, and sold by them to private traders, by whom it is introduced into the prohibited markets of China.

It is computed that, had China no silk nor teas to give in part payment for the opium consumed in the Celestial Empire, the drain of specie during the last thirty years would have amounted to $600,000,000. It is stated in a memorial presented to the Emperor, on the subject of the opium trade, that the drain from the imperial treasury, to supply this destructive luxury, was—

From 1829 to 1831	$24,000,000
" 1831 to 1834	28,000,000
" 1834 to 1838	40,000,000

The latter sum, it is stated, is about the average annual outlay at the present time; and it is considered by an intelligent commercial correspondent at Macao quite problematical whether the Chinese would have taken more cotton goods and other imports from the United States and England, had they not expended so much for opium.

The profits of the East India Company, who are entitled to whatever of credit or discredit may attach to keeping up this lucrative trade in opium, are stated at $18,000,000 per annum. If the company succeed in opening new markets for the drug (and it is represented that they are establishing retail shops all over the Indian empire), they will be amply reimbursed for their diminished importations into China, since the importation of Turkish opium in American bottoms has so considerably interfered with their previously almost exclusive monopoly of this trade. It should be added, that the importation of opium into China, though illegal, is openly tolerated by the Chinese officials, and no difficulty is experienced in finding cash customers for any quantity imported. From 200 chests in 1756, when the trade was legal, the importation has risen to from 70,000 to 80,000 chests per annum in 1856, when its introduction is prohibited by law. The value of opium imported in 1756 was about $1,000,000; the value at the present day has risen to $40,000,000.

The basis of foreign exchange with China is as follows:—General imports, opium (which makes about 30 per cent. of the whole), bullion and specie, or drafts on London.

CANTON.

PREVIOUSLY to the treaty of Great Britain with China (June 26, 1843), Canton was the only port of that empire open to foreign trade. Although the participation of four other ports in this trade has not detracted from the commercial movement at Canton, yet one of the ports opened by the treaties with Great Britain, France, and the United States (Shanghai) has already surpassed Canton in commercial importance, and another (Foo-Chow) is rapidly becoming a rival. "Since the year 1848," writes the United States consul at Shanghai, "the ports of Canton and Shanghai have changed commercial positions; the latter having exported more tea in 1855 to the United States than the whole trade amounted to when Canton was the only port open."

The commercial intercourse of Canton with foreign countries may be gathered from the following statement of the number and tonnage of vessels arrived at and departed from that port during the year 1854, distinguishing the countries to which they belong:

Under what colors.	ARRIVED.		DEPARTED.	
	No. of ships.	Tonnage.	No. of ships.	Tonnage.
British	137	68,795	136	69,050
American	65	45,690	60	43,137
Bremen	5	1,934	5	1,934
Chilian	3	1,483	3	1,483
Chinese	4	1,753	4	1,753
Danish	11	2,589	11	2,661
Dutch	23	10,427	23	10,687
French	3	866	2	526
Hamburg	15	3,274	15	3,396
Mexican	2	328	2	328
New Granadian	1	672	1	672
Oldenburg	1	144	1	144
Peruvian	18	6,268	11	3,538
Portuguese	6	1,925	5	1,677
Prussian	1	650	1	650
Siamese	----------	----------	1	1,000
Spanish	21	6,344	21	6,120
Swedish	4	1,015	4	1,015
Total	320	154,157	306	149,771

The number of American vessels which entered the port of Canton in 1855 was 84, aggregating 63,839 tons, against—

In 1854.....	No. of vessels,	65 :	aggregating	45,690 tons.
1853.....	"	72	"	43,000 "
1852.....	"	75	"	57,228 "
1851.....	"	70	"	44,535 "
1850.....	"	70	"	35,160 "

The value of imports at Canton from Great Britain in 1854 was $3,348,444; exports to Great Britain, $6,098,477; tonnage dues and import and export duties paid by British vessels, $589,182.

The description and amount of merchandise imported into the port of Canton from the United States during the years 1854 and 1855 were as follows:

Articles.	1854.	1855.	Articles.	1854.	1855.
Drills ---- pieces --	143,680	53,850	Cigars ---- number --	20,000	----------
Jeans ---- do ----	11,785	----------	Coal ---- tons --	----------	201
Sheetings ---- do ----	22,465	17,120	Cannon ---- number --	(a) 4	----------
Lead ---- pounds --	----------	169,372	Water casks ---- do ----	150	----------
Ginseng ---- do ----	140,062	177,454	Timber ---- feet --	----------	25,217
Cochineal ---- do ----	----------	7,980	Plank and board ---- do ---	----------	52,700
Quicksilver ---- do ----	114,795	157,500	Oakum ---- pounds --	----------	4,000
Sherry wine ---- gallons --	635	----------	Turpentine ---- gallons --	----------	493
Skins ---- packages --	1,607	----------	Tar ---- barrels --	----------	50
Flour ---- barrels --	2,400	555	Rosin ---- do ----	----------	25
Ship-bread ---- pounds --	12,693	----------	Pitch ---- do ----	----------	25
Pork ---- barrels --	----------	46	Ship-chandlery stores. dollars --	----------	869
Beef ---- tierces --	80	----------	Cordage ---- pounds --	----------	7,550
Beef ---- barrels --	150	----------	Clocks ---- number --	----------	108
Spars ---- number --	----------	160	Sheathing metal ---- cases --	----------	24
Raisins ---- hhds --	----------	15	Mexican and Spanish dollars --	$36,000	$99,300
Tobacco ---- boxes --	----------	119	Gold bars ---- value --	353,000	195,700

The following is a detailed list of exports from the port of Canton to the United States, from the 1st day of July, 1855, to the 31st day of December, 1855, inclusive:

Green teas	591,540 lbs.	Matting	24,194 rolls.
Black teas	2,063,048 lbs.	Nankeens	266 boxes.
Pongees	29,531 pieces.	Fans, &c.	2,583 "
Pongee handkerchiefs	1,185 "	Rhubarb	71 "
Sarsnets	11,572 "	Sweetmeats	2,982 "
Senshaws	1,352 "	Vermillion	71 "
Satins	495 "	China ware	370 "
Satin damask	118 "	Fire-crackers	63,720 "
Crapes	508 "	Cassia oil	29 "
Crape shawls and scarfs	70,873 "	Anise oil	26 "
Levantines	53 "	Cassia buds	124 "
Levantine handkerchiefs	1,650 "	Star aniseed	10 "
Sewing silk	633 lbs.	Lacquered ware	94 "
Raw silk	115,287 "	Split ratan	3,803 "
Cassia	753,300 "	Tin slabs	1,000 "
Camphor	46,700 "	Soy	20 barrels
Grass cloth	350 pieces.		

AMOY.

TEAS and other articles are shipped from this port to Hong Kong, and thence to foreign countries. A direct trade with the United States might, it is thought, be built up here by the presence and enterprise of American merchants.

(a) 9-pounders, with ammunition.

A statement of the number of American vessels arrived and cleared at the port of Amoy from 1847 to 1852, inclusive, with their tonnage, and duties paid to the Chinese government, so far as can be ascertained, derived from consular returns, is subjoined:

Years.	No.	Tonnage.	Cargo.	Duties paid.
1847	6	1,630	General cargo	$5,500
1848	None.			
1849	5	1,580	Yarn and shirting	5,750
1850	3	1,342	do	3,300
1851	2	1,049	Cotton	6,040
1852	6	2,131	Cotton yarn and piece goods	7,570
Total	22	7,732		28,160

Exports.

1850.—In three vessels, duties paid	$4,735
1852.—In six vessels, duties paid	3,700
	8,435

Amoy returns of trade for 1855 show the arrivals and departures of merchant vessels during that year to have been 312 in number, with a tonnage of 87,000 tons; the value of imports being $993,930, and of exports, $802,440.

FOO-CHOW.

THIS port has no direct trade with foreign countries. Vessels enter at other ports, pay duties, and receive a permit to land goods at Foo-Chow. The arrivals and departures of foreign vessels during the year 1855 were about one hundred, showing a large increase over the year immediately preceding—including, however, coasting vessels in the opium trade, all of which were under the British flag. The trade of the port is said to be rapidly increasing, bidding fair to render it the second port in China as regards foreign trade, Shanghai being the first. It already surpasses Canton in commerce with the United States.

The number of American vessels arriving at Foo-Chow during the last six months of 1855 was 13, with an aggregate tonnage of 10,540 tons; clearances 20, with a tonnage of 18,026 tons, and with 15,106,070 lbs of tea: of which, 7,674,300 lbs. were for New York, 523,200 lbs. for Boston, and 6,908,570 lbs. for London.

SHANGHAI.

THE geographical position, excellent shipping facilities, and proximity to the fertile valley of Yang-tse-Kiang, would seem to point to Shanghai as a port possessing pre-eminent advantages, which, when fully developed, must make it a flourishing and primary station. The following extract in relation to the trade of Shanghai is from an official communication addressed to the Department of State, dated Shanghai, August 7, 1855:

"It will be observed that the export trade for this period [first six months of 1855] has more than doubled any previous one; and, inasmuch as the business season is just opening, it may safely be inferred that the value of exports for this year will be about double that of any previous one. The disorganized state of the rest of the empire, the equal and regular levy duties at this port, and its superior geographical position, are the main causes of the concentration of trade at this point. The imports have been small, because it has required some time to dispose of the enormous quantities which had collected at this port during the period the city was in possession of the rebels. That important branch of our trade will now, I believe, revive; and if our government will but vigorously and prudently nourish the facilities now enjoyed at this port, a commerce may be developed, rivalling Calcutta in importance, and superior to any other port in the east. The great valley of the Yang-tse-Kiang is the commercial field, and this port is the entrepot. The greatest privileges conceivable might be obtained at all the other ports, and yet one-half of such facilities at this port would be productive of more advantage than could, by any possibility, be derived from all the other ports combined. Foo-chow will, in time, be a port of some importance for the purchase of a few black teas, but no more. Amoy and Ningpo never have furnished anything worthy of notice; and Canton was only a port of trade, because the Chinese had been in the habit of going there to trade with foreigners when there were no other ports open. But the difficulty created by the rebellion has diverted the great mass of the trade from its ancient and out-of-the-way channel, and concentrated it here. And now that the Chinese find Shanghai to be nearer to their tea and silk districts than Canton, and that they can often get better prices, and always as good as at Canton, they will abandon their old and long route to a port of sale, and will continue to concentrate at Shanghai. This they have done last year, as well as the present; and already they have made contracts on next year's produce, deliverable at this port."

In another and later official communication, it is stated that property, in houses and lands, to the value of a million of dollars, is owned by American citizens in Shanghai.

NAVIGATION AND TRADE.

The number and tonnage of American vessels, inward and outward, at the port of Shanghai, for the years designated, were as follows:

1849.—Inward	24	vessels:	Tonnage		9,826
1850. "	37	"	"		13,308
1851. "	54	"	"		27,634
1852. "	66	"	"		38,760
1849.—Outward	24	vessels:	Tonnage		9,877
1850. "	34	"	"		14,464
1851. "	53	"	"		26,697
1852. "	70	"	"		40,592

The number and tonnage of American vessels entered and cleared at Shanghai, during the first six months of 1855, were as follows:

Entered vessels	28:	Aggregate tonnage		27,480
Cleared "	28	"	"	27,480

The cargoes inward consisted of stone coal, sugar, drills, general merchandise, and assorted cargoes, suitable for the Chinese markets, valued at $266,997. The cargoes outward were, chiefly, silk and tea, valued at $4,480,193.

Of the vessels inward, there were, from the Atlantic ports, direct, 2, with an aggregate of 1,235 tons; and from the Pacific ports 13, with an aggregate of 13,839 tons.

The following is a summary of the navigation and trade of the port of Shanghai with the United States during the last six months of 1855: (*a*)

(*a*) This statement is derived from French authorities, as are those for the same period which follow.

Number of American vessels entered, 57; measuring 27,262 tons.
Number of American vessels entered from Atlantic ports, 4; measuring 1,589 tons.
Number of American vessels entered from Pacific ports, 10; measuring 10,632 tons.
Number of American vessels entered from foreign ports, 36; measuring 13,000 tons.
The returns do not give the ports of departure of seven of the American vessels entered.

The number of American vessels cleared from the port of Shanghai, during the same period, was 57; aggregate tonnage 30,542 tons. Of these, 13 vessels, all freighted with tea and silk, proceeded direct to New York, and the remainder to foreign ports.

During the same period, the duties paid by the American flag to the authorities at Shanghai were:

	(a)Taels.	Mace.	C.	C.		
Imports.....	19,224	6	9	5	= in U. S. currency (omitting fractions).....	$28,452
Exports.....	456,048	7	7	1	" " " "	674,952
Tonnage dues.	13,539	8	0	0	" " " "	20,038
					Total duties of import, export, and tonnage.....	723,442

The following statement exhibits the total tonnage of vessels at the port of Shanghai, during the last six months of 1855:

British.....	42,365 tons.
United States.....	27,262 "
Danish.....	1,395 "
Hamburg.....	1,828 "
Dutch.....	3,827 "
Bremen.....	554 "
Swedish.....	833 "
Spanish.....	1,163 "
Portuguese.....	1,126 "
Siamese.....	1,345 "
Peruvian.....	764 "
Total.....	82,462 "

The following is a summary statement showing the quantity of teas exported from Shanghai to the United States, during the last six months of 1855:

Black tea.....	289,442 pounds.
Green tea.....	14,511,354 "
Total.....	14,800,796 "

All exported in 16 American vessels.

The following is a summary statement showing the quantities of teas exported from Shanghai to all countries, during the last six months of 1855:

To Great Britain, in 31 vessels.....			21,513,927	pounds.
To United States,	" 16	"	14,800,796	"
To Australia,	" 7	"	1,639,674	"
To Hamburg,	" 1	"	323,536	"
Grand total.....			38,277,933	"

(a) Tael = 10 mace = 100 candareens = 1,000 cash = $1 48 U. S. currency.

Summary statement showing the quantities of raw silk, silk piece-goods, &c., exported from Shanghai to the United States (New York) during the last six months of 1855.

Raw silk.			Silk piece goods.	Nankeens.	Straw braid.	Rhubarb.			Fans.
Cases.	*Peculs.*	*Catties.*	*Cases.*	*Cases.*	*Cases.*	*Cases.*	*Peculs.*	*Catties.*	*Cases.*
720	526	92	1,286	40	25	629	379	57	10

Summary statement showing the quantities of raw silk exported from the port of Shanghai during the last six months of 1855.

	Raw.	Thrown.	Coarse.	Total.
	Bales.	*Bales.*	*Bales.*	*Bales.*
To London	20,332	1,848	519	22,699
Liverpool	1,376	333	3	1,712
Hong-Kong	3,278	2,495	23	5,796
Total	24,986	4,676	545	30,207

The total trade of Shanghai during the period designated in the foregoing statements was thus distributed:

Vessels.	Imports.	Exports.	Vessels.	Imports.	Exports.
British	141	132	Portuguese	5	5
American	51	55	Siamese	4	3
Bremen	2	1	Spanish	5	6
Danish	6	7	Swedish	9	9
Dutch	8	11			
Hamburg	11	11	Total	245	243
Peruvian	3	3			

Total value of the trade of Shanghai during the last six months of 1855: Imports, $2,812,019 90; exports, $501,785 98. Total trade, $3,313,805 88.

During the last six months of 1855, great improvements were made in the navigation of the river Woosung, on which the port of Shanghai is situated, and, from having been one of the most dangerous of access in the Pacific, it has been made one of the safest and easiest. The expense of the work ($20,000) was defrayed by the Chinese authorities.

A system of pilot regulations, agreed upon by the consuls of the United States, Great Britain, and France, was ratified by the superintendent of customs, and is as follows:

PILOT REGULATIONS.

The following rules and regulations for the government of pilots, native and foreign, at the port of Shanghai, are hereby issued and made binding by his excellency Chaou, superintendent of customs, in communication with the consuls of the three treaty powers:

1st. A board shall be appointed by the three consuls, sanctioned by his excellency Chaou,

consisting of not less than three, nor more than five shipmasters, with whom a naval officer shall be associated, if required, before whom all persons wishing to become pilots shall appear for examination.

2d. A certificate of competency from a majority of said board being deposited at his consulate, shall entitle the person therein named to a license as a pilot. In all cases where the nationality of the applicant is other than one of those nations in treaty with China, his certificate from the board of examiners must be deposited with the senior consul, who will obtain for him the necessary license.

3d. Every pilot-boat is to hoist a red and white flag horizontal, on which the number of his boat shall appear in black.

4th. The rates of pilotage shall be by the water the ship draws, viz: from Gutzlaff, $5 per foot; from beacon-ship, $4 per foot; from any point outside Woosung, but inside beacon-ship, $3 50 per foot; from Woosung to Shanghai, $3 per foot. The same rates of pilotage are allowed for vessels outward bound.

5th. Every pilot, on boarding a ship, shall produce, for the inspection of the master, his license as a pilot.

6th. All persons acting as pilots without a license, as hereinbefore prescribed, shall have no claim for services rendered, and shall be dealt with by their own consuls, according to law, for violating these regulations; and all such cases not coming within the jurisdiction of the three treaty consuls, are to be referred to the local Chinese authorities.

7th. Pilots shall be responsible for the faithful and complete discharge of their duty; and any misconduct, either from ignorance, incapacity, wilful neglect, or otherwise, being known, shall entail a forfeiture of the offender's license, in addition to any other liability he may have incurred by the laws of his own country.

8th. The foregoing regulations to take effect on and after the 10th day of December, 1855.

General Regulations.

The general regulations under which foreign trade is conducted at the five ports of Canton, Amoy, Foo-chow-foo, Ningpo, and Shanghai, are such as are usually prescribed in all well-regulated ports, and are subject to such modifications, under the treaties, as the consuls of the three treaty nations, viz: England, France, and the United States, may, from time to time, fix and determine. These regulations provide amply for all the wants of foreign commerce, and guard against extortion, unnecessary delay, or capricious embarrassments, either on the part of Chinese officials, or the captains or other officers of vessels trading at any of the five ports. To give proper sanction to, and enforce, the due observance of these regulations, the consuls of the three nations, in Chinese ports, are invested with judicial as well as with the ordinary consular powers, by virtue of which they are enabled to exact strict conformity to such provisions and regulations as they may deem necessary in the maintenance of good order and the faithful fulfilment of treaty obligations. Prior to 1843, as before noted, it was the custom, when foreign vessels entered the port of Canton, that a Chinese hong merchant stood security for her, and that all duties and charges were paid through such security merchant. But the several treaties having provided for the abolition of this security system, the consuls of the different treaty nations are now substituted as security for the vessels of their respective nations entering any of the five ports. Hence, one of the reasons why the powers of consuls in China should be ample, and these officers invested with full powers to control the shipping of their respective nations.

During the recent troubles in China, foreign commerce at the port of Shanghai was consider-

ably interrupted, and the custom-house at this port was abandoned by the Chinese officials, who organized, in lieu thereof, two other custom-houses in the interior. An arrangement was subsequently entered into between the consuls of the three treaty powers and the Chinese authorities, by virtue of which these custom-houses were suppressed, and foreign commerce was again conducted under the usual regulations.

It may be here observed, that the five ports pertain to different provincial jurisdictions, having different local administrations, and, not unfrequently, different commercial regulations. It is by no means rare to see, notwithstanding the treaties apply to all in common, privileges enjoyed at one which are strictly interdicted at another—perhaps at the other four. Thus, in 1855, it is stated that rice was exported to the amount of 30,000 peculs (each 133⅓ lbs.) to a vessel, free, too, of all export or other duty, save a *douceur* of 200 or 300 dollars to some subordinate; while the exportation of this article is not only forbidden at Shanghai, but the death-penalty is inflicted on such of the Chinese as are detected in violating the prohibition. The same observation applies to the emigration of Coolies, which is tolerated at Amoy, but strictly forbidden at the other ports. So, the importation of opium, as already stated, though illegal, is openly tolerated by Chinese officials.

EMIGRATION.

Within a few years a new branch of commerce has sprung up between China and Cuba, Sidney, Demerara, Callao, Honolulu, and California. This consists in the exportation of Chinese emigrants, chiefly to the places designated above. The total number of emigrants shipped from Amoy and Namas, from 1847 to 1853, was 11,881. Official returns give the details of this emigration for the period specified, as follows:

1847.—To Havana	640
1848.—To Sidney	120
1849.—To Sidney	150
1850.—To Sidney	406
1851.—To Sidney	1,478
To Honolulu	199
1852.—To Havana	2,442
To Sidney	1,077
To Honolulu	101
To Callao	404
To Demerara	1,257
To California	410
1853.—To Havana	2,123
To Sidney	254
To Callao	500
To Demerara	320
Total	11,881

The emigration of Chinese laborers to Havana, from 1847 to 1853, is thus given by French authorities:

Under the Spanish flag.....No. of vessels, 4.....No. of laborers, 1,343.
Under the British flag..... " 11..... " 3,862.

Nine of these vessels cleared from Amoy, and six from Namas.

Emigration of Chinese laborers to Sidney, from 1848 to 1853:

Under the British flag.....No. of vessels, 15.....No. of laborers, 3,685.

Fourteen of these vessels cleared from Amoy, and one from Namas.

Emigration of Chinese laborers to Honolulu, from 1851 to 1852:
Under the British flag. .....No. of vessels, 2.....No. of laborers, 300.
Both of these vessels cleared from Amoy.

Emigration of Chinese laborers to Peru, from 1852 to 1853:
Under the Peruvian flag.....No. of vessels, 1.....No. of laborers, 404.
Under the British flag..... " 1..... " 500.
One of these vessels cleared from Amoy, the other from Namas.

Emigration of Chinese laborers to the British West Indies, from 1852 to 1853:
Under the British flag.....No. of vessels, 5.....No. of laborers, 1,577.
Three of these vessels cleared from Amoy, and two from Namas.

Emigration of contract laborers to California in 1852 and 1853:
Under the American flag.....No. of vessels, 1.....No. of laborers, 410.
Cleared from the port of Amoy.

The emigration of Chinese laborers from Canton is estimated as follows: In 1849, at 900; in 1850, at 3,118; in 1851, at 3,502; and the first six months of 1852, at 15,000 to California.

The emigration of Chinese to the United States (California) during the years 1854 and 1855, as given in the Reports on Emigration prepared at the Department of State, and transmitted annually to Congress, was as follows:

1854.—For the 1st quarter, "no official returns."

	Males.	Females.	
" 2d "	5,048	497	
" 3d "	6,475	151	
" 4th "	904	25	
Total.....	12,427	673	
Total males and females.....			13,100

	Males.	Females.	
1855.—For the 1st quarter.....	802	0	
" 2d "	1,927	0	
" 3d "	719	2	
" 4th "	76	0	
Total.....	3,524	2	
Total males and females.....			3,526
Total number of Chinese emigrants to California in the year 1854 and the first three quarters of 1855.....			16,626

Among the Chinese emigrants in California, there are several who have engaged extensively in commercial operations. There are in that State Chinese firms, in which more than $500,000 are invested; and it is stated that more than two millions of dollars capital is invested in the trade between San Francisco and China, owned and controlled by Chinamen residing in that city.

The British government has evinced much interest in the mode in which this emigration has been conducted; and instructions were issued from the Foreign Office, early in 1855, that no British vessel should be permitted to depart with Chinese emigrants to any foreign country

until she should have proceeded to Hong Kong, where the emigration officer was charged to ascertain that the conditions of the Chinese passenger act had been fulfilled.

The total of Chinese passengers cleared outwards from Hong Kong during 1855 is given by British authorities at 14,683.

CURRENCY

The only legal coin of China is the copper cash, worth the fifteenth part of a cent; though by stipulations of the treaty of 1844, the sycee is received in payment of duties. The sycee fluctuates in price with the value of silver. The shee is worth about seventy dollars. In 1853, the American merchants residing at Shanghai addressed a memorial to the United States commissioner in China, setting forth the great inconvenience to which mercantile interests in China were subjected by the absence of an adequate circulating medium between the two extremes above named, and invoking the commissioner's aid in establishing a national mint in that empire. To the success of such a measure, the sanction and co-operation of the Chinese government are indispensable.

The treaty of 1844 provides that, should experience show that any modifications hereafter become requisite in those parts which relate to commerce and navigation, the two governments will, at the expiration of twelve years from the date thereof, treat amicably concerning the same, by the means of suitable persons appointed to conduct such negotiation. The time designated will soon arrive; and should such modifications as the treaty contemplates become a subject of negotiation, the question of a national mint, and of the currency generally, will, doubtless, demand the attention of the United States commissioner.

At Shanghai an attempt has been made by the foreign consuls to cause an official substitution of the Mexican for the Carolus dollar, as the money of account.

Comparative statement of the commerce between the United States and China, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$2,079,341	$196,654	$2,275,995	$7,285,914	21,204	17,477	478	----------
1846	1,178,188	153,553	1,331,741	6,593,881	18,937	13,697	306	----------
1847	1,708,655	124,229	1,832,884	5,583,343	16,601	12,334	1,174	----------
1848	2,063,625	126,388	2,190,013	8,083,496	23,719	17,150	664	----------
1849	1,460,945	122,279	1,583,224	5,513,785	19,418	11,740	----------	----------
1850	1,485,961	119,256	1,605,217	6,593,462	21,969	17,830	7,445	3,106
1851	2,155,945	329,342	2,485,287	7,065,144	27,587	46,317	11,327	10,198
1852	2,480,066	183,111	2,663,177	10,593,950	52,076	67,264	26,009	21,507
1853	3,212,574	524,418	3,736,992	10,573,710	65,899	66,041	26,965	24,808
1854	1,293,925	104,163	1,398,088	10,506,329	51,196	68,658	19,230	18,547
1855	1,533,057	186,372	1,719,429	11,048,726	55,048	101,660	15,767	15,768

SANDWICH ISLANDS.

SANDWICH ISLANDS.

The Hawaiian group, situated in the North Pacific ocean, between 18° 55′ and 22° 20′ N. latitude, and 154° 50′ and 160° 40′ W. longitude, consists of thirteen islands; eight of which are of considerable size and inhabited, the remaining five being mere islets.

The following table exhibits the population of the principal islands, according to the census of December, 1853:

Islands.	Natives.	Foreigners.	Total.
Hawaii	24,193	259	24,452
Maui	17,420	244	17,664
Molokai	3,565	42	3,607
Lanai	599	----------	599
Oahu	17,815	1,311	19,126
Kauai	6,726	264	6,990
N hau	790	----------	790
Total	71,108	2,120	73,228

The staple exports of the islands are: Sugar, molasses, sirup, coffee, goat-skins, sweet potatoes, wool, hides, salt, tallow, beef, pulu,(a) and arrow-root. Agriculture has made but little progress, and will never, probably, occupy the natives to any great extent. There are many excellent tracts suitable for the production of coffee, wheat, vines, &c., but the means of subsistence are so easily procured, that the inhabitants have but few inducements, even did they not lack the industry and enterprise, to become extensive agriculturists.

There are large tracts of good grazing land scattered throughout the island, and the growth of cattle is a leading, perhaps the most profitable, branch of agricultural industry. There are, also, numerous sheep ranges, on which are tended about 12,000 sheep; but the business is not encouraging.

The eminently advantageous position of the Sandwich Islands, lying on the great route between America and China, invited, at an early period, the enterprise and capital of several European and American settlers, and led to the establishment of a somewhat active trade. They constitute a common centre between the three principal whaling-grounds of the Northern Pacific—one on the equator, the other near Japan, and the third towards the Behring Sea.

The commercial relations between the United States and the Sandwich Islands are regulated by treaty of December 20, 1849. The first article establishes between the two countries peace

(a) A native production used for beds and pillows.

and amity; and reciprocal freedom of trade, on the principle of the most favored nation, is guarantied: Articles, the produce or manufacture of either country, which can legally be imported into each, to be subject to the same duties, whether imported in the vessels of the one country or the other: Tonnage and other navigation duties, including pilotage and quarantine dues, to be equal in either country, in respect of voyages between the United States and the Hawaiian Islands, if laden, or, in respect of any voyage, if in ballast: The coasting trade to be reserved by each country to its own flag: Steam vessels of the United States, employed by the government of the United States in carrying their public mails across the Pacific ocean, or from one port in that ocean to another, to have free access to the ports of the Sandwich Islands, with the privilege of stopping thereat to refit, refresh, land passengers and their baggage, and for the transaction of any business pertaining to the public mail service of the United States, and to be exempt in such ports from duties of tonnage, harbor, light-houses, quarantine, or other similar duties, of whatever nature, or under whatever denomination: Whale ships of the United States to have access to the ports of Hilo, Kealakeakua, and Hanalei, for the purpose of refitment and refreshment, as well as to the ports of Honolulu and Lahaina, which only are ports of entry for all merchant vessels; and in all of the above-named ports to be permitted to trade or barter their supplies or goods, excepting spirituous liquors, to the amount of two hundred dollars ad valorem for each vessel, without paying any charge for tonnage or harbor dues, or any duties or imposts whatever upon goods so traded or bartered; likewise to be permitted, with the same exemption from tonnage and harbor dues, further to trade or barter, with the same exception as to spirituous liquors, to the additional amount of one thousand dollars ad valorem for each vessel; paying upon the additional goods and articles so traded and bartered, no other or higher duties than are payable on like goods and articles when imported in vessels and by citizens or subjects of the most favored foreign nation; also to be permitted to pass from port to port of the Sandwich Islands, for the purpose of procuring refreshments, but not to discharge their seamen or land their passengers in the said islands, except at Lahaina and Honolulu; and, in all the ports named, the whale ships of the United States to enjoy, in all respects, all the rights and privileges enjoyed by, or granted to, the whale ships of the most favored foreign nation: The like privilege of frequenting the three ports of the Sandwich Islands named above, not being ports of entry for merchant vessels, is also guarantied to all the public armed vessels of the United States; but vessels of the United States having on board any disease usually regarded as requiring quarantine, are not authorized to enter, during the continuance of such disease on board, any port of the Sandwich Islands, other than Lahaina or Honolulu: Citizens of each nation to be permitted to travel, reside, and trade in the territories of the other, subject only to the police regulations applicable to the citizens of the most favored nation; and to be permitted to occupy dwellings and warehouses, and to dispose of their personal property, of every kind and description, by sale, gift, exchange, will, or otherwise, without hindrance or obstacle; and their heirs or representatives, being subjects or citizens of either of the contracting parties, shall succeed to their personal goods, whether by testament or *ab intestato*, and may take possession thereof, either personally or by agent, and dispose of the same at will, paying only such dues as the citizens of such country are subject to in like cases; should such heirs or representatives be absent, the same care to be taken of such goods as would be taken of the goods of a citizen in like cases; all disputes or questions involving title or ownership to be settled by the laws and judges where the goods shall be; and where, on the decease of any person holding real estate within the territories of one of the high contracting parties, such real estate would, by the laws of the land, descend on a citizen or subject of the other party were he not disqualified by alienage, such citizen or subject to be allowed a reasonable time to sell the same, and to withdraw the proceeds without molestation and exempt from all duties of detraction on the part of the government of the respective States: Taxes and impositions of every description upon citizens or subjects of either nation residing in the territories of the other, to be the same as are applicable to the citizens or subjects of the most favored nation; they being exempt from mili-

tary service,—their dwellings, warehouses, and all premises appertaining thereto, destined for the purposes of commerce or residence, to be respected,—no arbitrary search of, or visit to, their houses being suffered,—no arbitrary examination or inspection of the books, papers, or accounts of their trade to be made,—but such measures to be proceeded in only in conformity to the legal sentence of a competent tribunal; and each of the two contracting parties engages that the citizens or subjects of the other residing in their respective States shall enjoy their property and personal security in as full and ample manner as their own citizens or subjects, or the subjects or citizens of the most favored nation, but subject always to the laws and statutes of the two countries respectively: the citizens or subjects of either party to be free, in the territories of the other, to manage their own affairs themselves, or to appoint their brokers, factors, or agents, without any restraint in the choice of such persons, and also to be exempt from the involuntary payment of any salary or remuneration to any person whom they shall not choose to employ: Absolute freedom of barter and trade guarantied according to the laws of each country respectively; but the sale of spirituous liquors to the natives of the Sandwich Islands forbidden, further than such sale may be allowed by the Hawaiian laws.

The usual consular privileges are granted, and the powers of consuls, vice-consuls, and commercial agents of the one nation in the territories of the other, are such as are granted to similar officers and agents of the most favored nations; the usual authority and assistance respecting deserters from vessels are guarantied; liberty of conscience is secured to the citizens and subjects of either country in the territories of the other; the usual stipulations respecting wrecks and vessels driven into port by stress of weather are included, and a clause is added granting and regulating the extradition of criminals. Liberal postal arrangements are stipulated, and the duration of the treaty is fixed at ten years from its date, with the usual twelve months' notice after that period.

Commercial relations between the United States and the Sandwich Islands had existed for many years before the treaty of 1849. As far back as 1832, when the native population of the islands amounted to 130,315 (nearly double its present number), it appears that the United States imported thence produce to the value of $920. In 1833, it amounted to $1,094; in 1837, to $6,601; in 1840, to $16,293; and in 1841, to $47,630. The tonnage employed was, in 1835, 682 tons; in 1836, 1,418 tons; in 1837, 1,574 tons; in 1841, 1,943 tons; in 1842, 1,309 tons; in 1843, 1,813 tons; and in 1844, 3,217 tons—all American.

The comparative statement, at page 546 of this Digest, will show the course of trade and navigation since 1844.

It is only within a few years, however, that the trade of the Sandwich Islands with the United States has assumed any considerable importance. The great wealth and rapidly increasing trade of California, together with the facilities which this group, from its geographical position, has always, as already intimated, been enabled to afford to whaling ships, both as a recruiting station and as regards the general supplies which such vessels require, during their long cruises in distant latitudes, have recently given to these islands a commercial importance which, under other circumstances, might not have been reached for a century to come. The staples of the island have now a market in California, close at hand, and the communications with the Atlantic coast have become regular and frequent.

The character, extent, and increase of the commerce of the Sandwich Islands, for a period of six years, from 1836 to 1841, both inclusive, may be inferred from the subjoined tabular comparative statements, designed to show the values of the imports into, and the exports of native produce from, the port of Honolulu, during the years designated, to each country, respectively, specifying the principal articles imported from each country, as, also, those exported, with the current prices of the same, made up from a late publication:

Imports into, and domestic exports from, the port of Honolulu, during the years designated.

IMPORTS.

Whence imported.	1836.	1837.	1838.	1839.	1840.(*a*)	1841.(*b*)
United States	$151,000	$170,000	$73,000	$231,000	$117,000	$193,000
California and islands adjacent	73,900	49,500	61,900	26,500	17,000	42,700
Chili	29,000	23,000	10,000	31,000	28,000	39,000
Mexico	36,600	29,000	20,000	42,000	20,000	20,000
China	70,000	47,000	30,000	31,000	15,000	40,000
Ascension and Tahiti, and other southern islands	21,500	10,800	1,500	----------	----------	6,500
Norfolk Sound, Columbia river, and N. W. coast	21,000	8,000	5,000	5,000	4,000	12,000
Great Britain	10,000	8,000	5,600	10,000	2,000	92,000
Prussia	----------	5,000	----------	2,000	----------	----------
Manilla	----------	----------	----------	----------	15,000	----------
New South Wales	----------	----------	----------	----------	----------	10,000
Total	413,000	350,300	207,000	378,500	218,000	455,200

The imports from each country consist, principally, of the several articles designated, viz :

From the United States.—Cottons, bleached, unbleached, and blue prints; chintz, hardware, copper, cordage, canvass, naval stores, flour, bread, wines and spirits, furniture, soap, iron, paints, &c.

California and islands adjacent.—Sea and land-otter skins, furs, hides, tallow, wines, horses, &c.; but principally otter skins and bullock hides.

Chili.—Almonds, nuts, and same articles as those from the United States.

Mexico.—Specie and bullion, principally.

China.—Blue nankeens, blue cottons, teas, silks, and some British goods.

Ascension, &c.—Turtle shell, oil, pearls and pearl shell, sugar, &c.

Norfolk Sound, &c.—Lumber, spars, salmon, &c.

Great Britain, &c.—Long cloths, prints and chintz, hardware, glassware, woolens, hosiery, spirits, &c.

Prussia.—Cotton goods, broadcloths, gin, glassware, &c.

Manilla.—Chinese, British, and American goods; cigars, rope, coffee, hats, mats, &c.

EXPORTS.

Articles.	1836.	1837.	1838.	1839.	1840.(*a*)	1841.(*b*)
Sandal wood, at $7 per pecul	$26,000	$12,000	$6,000	$21,000	----------	----------
Bullock hides, at $2 each	12,000	13,000	10,000	6,000	$18,000	$10,000
Goat skins, at 23 cents each	4,600	4,500	3,000	1,000	10,000	4,140
Salt, at $1 25 per barrel	4,400	2,700	1,400	2,900	2,250	2,250
Leaf tobacco, at 15 cents per pound	500	300	----------	----------	300	----------
Sugar, at 5, 6, and 7 cents per pound	----------	300	6,200	6,000	18,000	3,000
Molasses and sirup, at 23, 25, 30, and 37 cents per gallon	----------	1,000	3,450	3,000	7,300	1,390
Kukui oil, made from the candle nut, and used for paint	400	600	500	500	500	(*c*)2,090
Sperm oil, taken by a Oahu vessel	----------	----------	----------	4,000	----------	9,900
Arrow-root, at 5 cents per pound	300	200	300	----------	1,700	3,320
Provisions, salt and fresh, vegetables, &c., sold to ships of war, and to whaling and merchant vessels	25,000	45,000	35,000	50,000	16,000	69,200
Total	73,200	79,600	65,850	94,400	74,050	105,290

(*a*) Up to August 17. (*b*) From August 17, 1840, to August 17, 1841. (*c*) Kukui oil, tobacco, &c.

The following summary of the recent commerce of the Sandwich Islands has been compiled from the latest and most authentic sources:

Owing to the prevalence of the smallpox, which first made its appearance in the month of May, 1853, and spread with such fatal malignity throughout the group as to carry off nearly 8,000 victims, the trade of that year was languid; the markets were overstocked, and prices were, consequently, low and unremunerative.

The retail trade, especially, shared in this general stagnation. The whaling fleet of 1853 was about equal to that of 1852, though, generally, the results of the latter year were not equal to those of the former. The average catch of the Ochotsk fleet was over 1,600 barrels, while in the Arctic seas the yield did not average more than 580 barrels. Freights, also, ruled low, and the demands for the productions of the islands for the markets of California were small, owing chiefly to the fact that the almost nominal difference in prices between the two places precluded all hope of realizing any profits after the payment of duties.

The total amount of imports for 1853 exceeded those of 1852 by $522,082 64. From the United States they amounted to $954,919 93, being more than three-fourths of the whole amount imported. The imports for four years, from 1850 to 1853, both inclusive, were as follows:

1850	$1,035,058 70	1852	$759,868 54
1851	1,823,821 68	1853	1,281,951 18

Giving an average, for the four years, of $1,225,175 02.

The amount of imports for 1853 exceeded the average of the past four years by $56,776 16.

COMPARISON FOR FOUR YEARS.

	Foreign exports.		*Domestic exports.*
1850	$46,529 72	1850	$596,522 63
1851	381,402 55	1851	309,828 94
1852	381,143 51	1852	257,251 69
1853	191,397 66	1853	275,374 17

The revenue derived from imports was as follows:

In 1850	$121,506 73
1851	160,602 19
1852	113,091 93
1853	155,640 17

The arrivals were as follows:

In 1850.—Merchant vessels,	469	: Whale-ships,		237
1851.	"	446	"	135
1852.	"	235	"	519
1853.	"	194	"	535

In reference to the foregoing statistics, the "Polynesian," a government paper published at Honolulu, observes: "The great lack of a domestic export, to anything like the amount of our imports, is glaringly conspicuous, and will call for some renewed efforts, we trust, to create or increase it."

The values of goods imported into the Sandwich Islands, during the year 1853, were as follows:

Total dutiable	$1,160,355 13
Free of duty	79,402 80
Entered in bond	16,284 35
Withdrawn for consumption	25,908 90
Total	1,281,951 18

Of the dutiable goods, $587,770 29 were from the Atlantic side of the United States, and $367,149 64 from the Pacific side: making a total of $954,919 93 from the United States. The country from which the next largest amount of goods was imported was China, from which the amount in value was $42,056 36. From Chili, $38,099 30; Great Britain, $20,471 74; Bremen, $12,225 91; Philippine Islands, $12,038 57; while from France a value of but $30 was imported.

The receipts from customs, in 1853, were as follows:

Total duties received at Honolulu		$146,964 52
" " at Lahaina		8,138 27
" " at all other ports		537 38
Total in the kingdom		155,640 17

Of the total receipts, $58,114 86 were for duties on goods and wares generally; $70,209 68 on spirits, and $8,261 75 for harbor dues.

The total value of exports of domestic produce, in 1853, was $281,599 17. The principal exports consisted of—

Sugar	634,955 lbs.	Sirup	18,244 galls.
Molasses	58,448 galls.	Coffee	50,506 lbs.
Salt	3,509 bbls.	Irish potatoes	15,464 bbls.
Hogs	3,724	Sheep	733
Goat-skins	5,600	Hides	1,741
Sweet potatoes	8,979 bbls.	Tallow	16,452 lbs.
Cocoanuts	2,000	Melons	2,500
Wool	10,824 lbs.	Salt beef	13,260 lbs.
Fresh beef	38,000 "		

Of the total amount given above ($281,599 17), but $154,674 17 was really exported, the remainder ($126,925) having been furnished as supplies to the 154 merchant vessels and 246 whalers that stopped at the island during the year.

Statement showing the quantities of oil and bone transhipped from the Sandwich Islands, free of duty, in 1853.

To what countries.	Season.	Sperm oil.	Whale oil.	Whale bone.
		Gallons.	*Gallons.*	*Pounds.*
United States	Spring	132,251	1,897,116	435,846
Havre	do	476	37,038	22,000
United States	Fall	42,669	1,853,194	1,520,559
Bremen	do			14,819
Havre	do			6,000
Cowes, England	do			21,040
Total		175,396	3,787,348	2,020,264

The number of merchant vessels arriving, with the ports of entrance, the same year, was as follows:

Arrived at Honolulu	154	Arrived at Kawaihae	10
" " Lahaina	29	" " Kealakeakua	9
" " Waimea	8	" " Hilo	

Of these vessels, 137 were American, with a total tonnage of 45,234; 17 Hawaiian, tonnage 2,072; 32 British, tonnage 6,185; 5 Danish, tonnage 866; 5 French, tonnage 1,034; 3 Russian, tonnage 1,223.

During the same year there arrived 535 whalers, as follows:

At Honolulu	246	At Kealakeakua	12
At Lahaina	177	At Kawaihae	20
At Hilo	66	At Waimea	12

Of the total, 500 were American, 19 French, 12 Bremen, and 4 Russian.

The total number of vessels engaged in coasting among the islands the same year was 32, with a tonnage of 1,338.

The following summary exhibits the general commerce of the Sandwich Islands during the year 1854, as condensed from the report of the collector general of customs:

Total value of imports		$1,396,786 24
" " exports		585,122 67
Excess of imports over exports		811,663 57

Of the imports, there were from—

The United States, Atlantic side		$503,506 39
Pacific side		348,915 55
Germany		198,488 57
Great Britain		68,578 73
Australia		56,635 19
China		53,412 11
Sea		22,659 07
Vancouver's Island		8,167 50
Tahiti		4,467 60
Callao		192 00
		1,265,022 71
Imported free of duty		55,938 69
Goods entered in bond	$219,740 03	
" withdrawn from bond for consumption		25,688 56
Imports at Lahaina	$42,277 79	
" " Hilo	6,258 49	
" " Kawaihae	912 16	
" " Kealakeakua	687 84	
		50,136 28
Total		1,396,786 24

ANALYSIS OF EXPORTS.

Value of foreign goods exported		$311,092 97
" " domestic products	$121,054 70	
" furnished as supplies	152,975 00	
		274,029 70
		585,122 67

Statement showing the principal exports in 1854 *compared with those of* 1853.

Exports.	1854.	1853.	Increase.	Decrease.
Sugar----------pounds--	581,777	634,955	----------	53,178
Sirup---------- ----gallons--	28,513	18,244	10,269	----------
Molasses ----------do---	41,879	58,448	----------	16,569
Salt ----------barrels--	5,041	3,509	1,532	----------
Coffee ---------pounds--	91,090	50,506	40,584	----------
Hides----------pieces--	3,006	1,741	1,265	----------
Goat skins---------do---	16,890	5,600	11,290	----------
Tallow---------pounds--	15,405	16,452	----------	1,047
Arrow-root --------do---	6,166	----------	6,166	----------

Statement of the quantities of oil and bone transhipped in 1854.

To what country.	Season.	Sperm oil.	Whale oil.	Bone.
		Gallons.	*Gallons.*	*Pounds.*
United States ----------	Spring -----	49,361	257,380	28,765
Do. ----------	Fall -------	60,449	1,268,365	752,339
Do. ----------	--do--------	46,674	104,760	654,241
Bremen ----------	--do--------	----------	10,244	26,288
Havre ----------	--do--------	----------	25,172	46,810
Total----------	----------	156,484	1,665,921	1,508,443

The total number of vessels of war at Honolulu during 1854 was 25, carrying an aggregate of 675 guns; of which number 6 were American, 9 British, and 7 French.

Of merchant vessels at the Hawaiian Islands during the year 1854, the total number was 148, measuring in the aggregate 47,288 tons; of which there were—

American, 103; measuring ..... 33,442 tons.
British, 17; " ..... 4,788 "

The total number of whaling vessels at the ports of the Hawaiian Islands during 1854 was 565; of which there were American 534, Bremen 8, and French 22.

The returns from the port of Hilo for the year 1854 exhibit the following commercial movement:

Total value of imports $11,491 53
Value of exports—domestic produce $3,823 31
Furnished as supplies to 82 whalers at an overcharge of $2 25 each 18,450 00
——— 22,273 31

The transhipments from the port of Hilo during the year were as follows:

Sperm oil ..... 20,806 gallons.
Whale oil ..... 114,263 "
Whalebone ..... 92,974 lbs.

Whaling vessels at the port of Hilo in 1854:

American,	80	vessels;	measuring	29,898	tons.
French,	2	"	"	1,014	"
Total	82	"	"	30,912	"

The following condensed tabular statement, made up from reliable sources, exhibits the general trade of the Sandwich Islands from 1852 to 1855, distinguishing imports from the United States from those from other countries:

Years.	VALUE OF IMPORTS.		Value of exports.
	From all countries.	From U. States.	
1852	$759,869	$411,488	$638,395
1853	1,281,951	954,919	466,772
1854	1,396,787	1,023,851	585,123
1855	1,306,356	799,574	572,602
Annual average	1,186,241	797,458	565,723

According to the returns made to the United States Treasury Department, the total value of exports to the Sandwich Islands for the year ending June 30, 1855, was $1,125,622, of which $929,671 was for domestic products, and only $195,951 for foreign products. From the same authority it appears that the imports into the United States from the Sandwich Islands for the same year amounted to $442,899.

The carrying trade between the two countries is almost exclusively in the hands of American shippers. Of the total exports of domestic produce as given above ($929,671), there was borne in United States bottoms $928,458, while there was only $1,213 carried under all foreign flags. Of the total tonnage that entered the United States from these islands in 1855 (25,009 tons), 24,807 were under the flag of the United States.

More than three-fourths of the exports of the Sandwich Islands go to the United States, either on the Atlantic or Pacific side, and the statements already given show the proportion of the imports into the islands from the United States.

Of the 468 whalers that touched at the islands in 1855, 436 bore the flag of the United States, 20 were French, and 3 Hawaiian.

Of the 158 merchant vessels that entered the Hawaiian ports the same year, 129 were American, while there were only eight under the British, and one under the French flag.

Among the latest acts passed by the Hawaiian legislature relating to commerce, which has been published in the official organ of that government, is one prohibiting the importation and sale of opium.

A considerable trade has sprung up between Washington Territory and the Sandwich Islands. Four vessels have been for some time regularly and constantly engaged in this trade, carrying (especially from Oahu) sugar, coffee, molasses, salt products of the islands, as well as foreign merchandise from the different warehouses; and bringing back, in return, lumber, shingles, ship-timber, spars, salmon, coals, &c. This trade has had the effect of entirely driving from the market the traffic previously carried on by the Hudson Bay Company between Honolulu and Vancouver's Island; "for, although," says a recent British official report on the Sandwich Islands, "Vancouver's Island possesses superior natural advantages over Washington Territory,

with respect to her ports and several of her productions, on the other hand, the American settlers, not being bound by any conditions that cannot be easily fulfilled, their energy and private enterprise are unshackled."

A steam-mill, having two engines, one of eighty and the other of forty horse-power, has been erected at the mouth of Hood's canal, and head of the Straits of Fuca, opposite Vancouver's Island, for manufacturing lumber, shingles, laths, and planed, grooved, and tongued boards. This mill supplies the Honolulu and the San Francisco markets. Other similar mills have been put up; and the business continues profitable, though competition is becoming more brisk.

Comparative statement of the commerce of the United States with the Sandwich Islands, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	----------	----------	----------	$1,566	----------	----------	----------	----------
1846	----------	----------	----------	243,034	606	1,377	231	----------
1847	----------	----------	----------	21,039	760	1,978	----------	----------
1848	----------	----------	----------	6,508	1,428	470	----------	----------
1849	----------	----------	----------	43,875	3,221	3,066	----------	----------
1850	----------	----------	----------	64,474	9,267	31,623	4,195	11,970
1851	----------	$381	$381	16,852	18,992	36,390	3,215	12,008
1852	----------	----------	----------	5,988	12,814	18,624	5,047	6,673
1853	----------	29,406	29,406	16,575	18,111	20,260	3,914	4,118
1854	----------	55,891	55,891	119,130	22,287	19,835	1,451	1,417
1855	$929,671	195,951	1,125,622	442,899	24,807	19,311	202	2,200

TARIFF OF DUTIES.

The rates of duties on merchandise landed in the kingdom of the Sandwich Islands are as follows:

Merchandise.	Rates of duty.
On brandy, gin, arrack, wines, ale, porter, and all other distilled or fermented spirituous liquors, of any description, not exceeding 55 per cent. nor less than 27 per cent. of alcohol	$5 00 per gallon.
Do. exceeding 55 per cent. of alcohol	10 00 "
Do. exceeding 18 per cent. and not exceeding 27 per cent of alcohol	1 00 "
Do. not exceeding 18 per cent. of alcohol	5 per ct. ad valorem.
Sugar, molasses, sirup of sugars, and coffee, the produce of any country with which this government has no existing treaty, as follows:	
Sugar	2 cents per pound.
Molasses and sirups of sugars	10 cents per gallon.
Coffee	3 cents per pound.
All other merchandise	5 per ct. ad valorem.
From and after the 28th day of November, 1853, all merchandise, the growth or manufacture of China or the Philippine Islands, excepting sugars, coffee, molasses, sirups of sugar, rice, and spirituous liquors	15 per ct. ad valorem.

On merchandise (other than the products of the whale fisheries) transhipped from one vessel to another, a transit duty of 1 per cent. ad valorem is charged. Products of the whale fishery may be transhipped free of any charge, except for entry and permit. There is no export duty.

NEW TARIFF.

A new tariff act was passed by the House of Representatives and Nobles of the Sandwich Islands in May, 1855, and approved by the King on the 14th of the same month.

Its main features, compared with the former tariff, are as follows: 1st. It reduces the duty on liquor from $5 to $3 per gallon; 2d. It imposes a duty of $1 per gallon on wines of a strength between 18 and 30 per cent. of alcohol, which now pay a duty of five per cent. ad valorem; 3d. Instead of a uniform duty of five per cent. ad valorem on all other merchandise, this act admits a class of free goods, and three other classes at five, ten, and fifteen per cent. ad valorem.

The best feature in the bill, and the only desirable one, in itself considered, is, in the language of the Minister of Finance, "to facilitate the negotiation of new treaty stipulations, by which our legislation can be free and national; until which, we are not a free and independent government."

Section 7 provides that the act shall take effect in twelve months after its publication in the Polynesian newspaper, "provided that it is not in violation of any treaty existing at the time."

"The 6th article of the treaty of 1846 with France," says the minister, "is the only treaty stipulation which prevents this government from enacting this or any other legislative measure it may choose, for the regulation of the internal affairs of the kingdom; and we are happy to believe that the commissioner of France stands ready to negotiate a new treaty, by which the restrictions now imposed shall be removed, and the government left, as by the English, American, and other treaties, free in the exercise of all its sovereign rights."

The effect of these changes upon the revenue were estimated by the Minister of Finance, in 1854, as follows, taking the revenue of 1853 as a basis of calculation:

By existing laws, there was collected on spirits, wines, &c., for the year 1853.....	$72,631 00
By the bill proposed, there would be collected on the same quantity.....	43,946 69
Making a difference of.....	28,684 31
On other goods, wares, and merchandise, by existing laws, there was collected.....	$57,379 72
By the proposed law, there would be collected on the same value.....	116,091 98
Making a difference of.....	58,712 26
Less difference on spirits and wines, &c.....	28,684 31
	30,027 95

So that the proposed bill, it was estimated, would produce more revenue than the then existing laws by $30,027 95.

This tariff is to take effect on the 6th day of May, 1856, provided it is not in violation of any treaty existing at that time, or in twelve months from and after the day of its publication in the Polynesian newspaper, as already stated. In the meantime, the former tariff continues in operation.

The new tariff is as follows:

AN ACT to provide revenue from imports, and to change and modify existing laws imposing duties on imports.

Be it enacted by the King, the Nobles, and Representatives of the Hawaiian Islands, in legislative council assembled:

SEC. 1. That in lieu of the duties imposed by law on the articles hereinafter mentioned, and on such as may now be exempt from duty, there shall be levied, collected, and paid on the goods, wares, and merchandise herein enumerated and provided for, imported from foreign countries, the following rates of duty, that is to say:

On spirits, liquors, cordials, &c., mentioned in schedule A, of the strength of proof, three dollars per gallon, and so in proportion for any greater or less strength.

On wines mentioned in schedule B, a duty of one dollar per gallon.

On goods, wares, and merchandise mentioned in schedule C, a duty of fifteen per centum ad valorem.

On goods, wares, and merchandise mentioned in schedule D, a duty of ten per centum ad valorem.

On goods, wares, and merchandise mentioned in schedule E, a duty of five per centum ad valorem.

SEC. 2. *And be it further enacted*, That the goods, wares, and merchandise mentioned in schedule F shall be exempt from duty.

SEC. 3. *And be it further enacted*, That there shall be levied, collected, and paid on all goods, wares, and merchandise imported from foreign countries, and not especially provided for in this act, a duty of ten per cent. ad valorem.

SEC. 4. *And be it further enacted*, That in all cases in which the invoice or entry shall not contain the weight, quantity, or measure of goods, wares, or merchandise, now weighed, measured, or gauged, the same shall be weighed, gauged, or measured at the expense of the owner or consignee.

SEC. 5. *And be it further enacted*, That it shall be lawful for the owner, consignee, or agent of imports which have been actually purchased, on entry of the same, to make such addition, in the entry, to the cost or value given in the invoice, as in his opinion may raise the same to the true market value of such imports in the principal markets of the country whence the importation shall have been made, or in which the goods imported shall have been originally manufactured or procured, as the case may be, and to add thereto all costs and charges which, under existing laws would form part of the true value at the port where the same may be entered, on which the duties should be assessed. And it shall be the duty of the collector, within whose district the same may be imported or entered, to cause the dutiable value of such imports to be appraised, estimated, and ascertained in accordance with the provisions of existing laws; and if the appraised value thereof shall exceed, by ten per centum or more, the value so declared on the entry, then, in addition to the duties imposed by law on the same, there shall be levied, collected, and paid a duty of twenty per centum ad valorem on such appraised value: *Provided, nevertheless*, That under no circumstances shall the duty be assessed upon an amount less than the invoice value.

SEC. 6. All laws, or parts of laws, inconsistent with this act, shall be, and the same are, hereby repealed.

SEC. 7. This act shall take effect in twelve months from and after the day of its publication in the Polynesian newspaper: provided, that it is not in violation of any treaty existing at that time.

SCHEDULE A.

Spirits or strong waters, of strength of proof by Guy-Lussac's alcometer, and so on in proportion for any greater or less strength—viz: brandy, gin, rum, whiskey, alcohol, and all other

spirits, $3 per gallon; and all spirits, liqueurs, cordials, brandied fruits, or strong water respectively, sweetened or mixed with any other articles, of the strength of proof by Guy-Lussac's alcometer, and so in proportion for any greater or less strength, $3 per gallon.

SCHEDULE B.

Port, sherry, Madeira, and other wines, containing over 18 per centum and under 30 per centum alcohol, $1 per gallon.

SCHEDULE C.

Fire-arms and side-arms of every description, laces, braids, and insertings of cotton or silk; manufactures of goats' hair or mohair not otherwise provided for; lasting, cambric, damask, drapery, moreen, paramattas, silk velvet, silks and satins, and manufactures of silk, or of which silk shall be a component part; grass-cloth, pina goods, corn, wheat, rye, barley and other grain, and the manufactures thereof; bread, beans, peas, musical instruments of all kinds, crockery, billiard-tables, fruits and vegetables of all kinds not otherwise provided for; carpets, oil and floor-cloth, gloves, lacquered, plated, silver and glass-ware, manufactures of papier maché, tobacco, and manufactures of tobacco, comfits, sweetmeats or fruits preserved in sugar or sirup, and confectionary of all kinds; powder, shot, percussion caps, saltpetre, soda, essences not otherwise provided for; regalia, gold leaf, haircloth, ten-pin balls, cassia, cloves, nutmegs, and spices of all kinds, card-cases, pocket-books, shell boxes and souvenirs, and all similar articles of whatever material composed; combs of all kinds, coral manufactures, crayons, dolls and toys of all kinds, fans and feathers, artificial flowers of whatever material; manufactures of ebony, mahogany, rosewood, satin or camphor-wood; manufactures of pearl, bone, horn, ivory, and all other kinds of fancy articles of a similar kind; daguerreotype stock, arrow-root, sago, tapioca, perfumes, tinctures, pastes, extracts and cosmetics used for the toilet, bay rum, tea, coffee, chocolate, cocoa, crackers, salt, sugar of all kinds, and sirups of sugar, sardines and all fish in oils, molasses, starch, gros de Naples, velvetine, jewellery of all kinds, bracelets, guards and chains, beads of all kinds, ornaments, watches and parts of watches, circus and theatrical wardrobes, and all articles used for scenic representations or public exhibition, lacquered furniture, walking-sticks or canes, paintings and engravings, whether framed or otherwise; claret, hock, champagne, and all other light wines containing not over 18 per cent. of alcohol; cider, champagne cider, perry, ale, beer, porter, and all other beverages containing alcohol.

SCHEDULE D.

Iron or steel, axes, hatchets, ballast, buoys, windlass-nippers, trypots, whale and seal irons, anchors, stoves, lances and bomb-lances, handcuffs, tacks, trace-chains, iron pipe, wire-cloth; manufactures of wool, linen, and cotton, not otherwise provided for; beef and pork tongues, hams, lard, game and vegetables inclosed in sealed cans or otherwise; butter, cheese, leather and manufactures of leather, hides, fish (fresh, salted, dried, smoked or pickled); doors and sashes, house-frames, bunting; Britannia, hard, hollow, tin, zinc, and wooden ware not otherwise provided for; clothing (ready-made) and wearing apparel of every description; hats, caps, bonnets, hose, not otherwise provided for; blacking, corks; composition, copper, tin, zinc, and yellow metal not otherwise provided for, and nails of the same; cordage, cambooses, chronometers, davits, ship's tackle and stores not otherwise provided for; oars, twine, tarred paper, candles, camphene and burning fluids of every description not otherwise provided for; pitch, tar, rosin, lamps, lanterns, scales, pumps, carriages and parts of carriages, wagons, carts, whips, wheels, spurs, yokes, safes, vaults, trunks, not otherwise provided for; vinegar, wax; sperm, whale, seal, porpoise, and black-fish oil, neatsfoot and cocoanut oils, marbles, sheet-lead, lead pipe, lines, nets, grindstones, glass, hops, live stock not otherwise enumerated; slates,

solder, sand-paper, spy-glasses and telescopes, cutlery of all kinds; Orleans, alpacca, alepine, barage, balzarine, manufacture of worsted or Cashmere, or of which there shall be a component part, not otherwise provided for; brooms and brushes of all kinds; furniture and upholstery not otherwise provided for; clocks and parts of clocks; belts, shawls, not otherwise provided for; paper-hangings, matting, soda-fountains, honey, medicinal drugs, roots and leaves for medicinal preparations, not otherwise provided for; surgical instruments.

SCHEDULE E.

Blacksmiths', caulkers', coopers', carpenters,' shoemakers', machinists', and turners' tools; chain-cable, nails, rivets, and spikes of iron, of all kinds; iron hoops; manufactures of cotton, not otherwise provided for; flannel, of whatever material; blankets of all kinds; coburgs, crash, duck and canvass; osnaburgs; boats; lumber, hewed, sawed, and rough; casks and barrels; staves; books, printed and blank; stationery and paper, of all kinds, not otherwise provided for; brick, cement, and building materials, of all kinds; bags and bagging; furnaces; monuments; ; spars; walrus teeth; paints of all kinds; turpentine, linseed and other oils used in painting; varnish, putty, soap, rice, and paddy; thread, not otherwise provided for; hydraulic rams; wood; coal; ice; alcohol, when introduced for medicinal or mechanical purposes, in accordance with the act passed August 16, 1854.

SCHEDULE F.

Trees, shrubs, bulbs, plants, roots, and seeds, for planting and sowing, not otherwise provided for; machinery of all kinds; steam-engines, mills, coffee-cleaners, rice-hullers, ploughs, hoes, and other instruments of husbandry, imported by any agriculturist or body of agriculturists, and not intended for sale; animals for improving the breed in this kingdom; all produce of Hawaiian fisheries; professional books, instruments, implements, and tools of trade, and in use of persons from abroad, and not intended for any other person, or for sale; goods, wares, and merchandise exported to a foreign country, and brought back in the same condition as when exported, upon which no drawback has been allowed; household effects, wearing apparel, and other personal effects in use, not merchandise; also, all goods imported free by Christian missionaries and foreign missionaries and whale ships, under the present laws.

PORTS OF ENTRY.

The following are the only ports of entry in the Sandwich Islands, viz: for vessels of all descriptions, Honolulu, (Oahu,) Lahaina, (Maui,) Hilo, Kealakeakua, and Kawaihae, (Hawaii,) and Waimea, (Kauai;) and for whalers, and vessels of war only, Hanalei, (Kauai.)

PORT CHARGES ON MERCHANT VESSELS.

At Honolulu.—Tonnage dues, fifteen cents per ton register; pilotage, one dollar per foot, each way; or half-pilotage if no pilot is employed; health certificate, one dollar; buoys, two dollars; harbor-master, three dollars; clearance, one dollar; pilot for anchoring a vessel outside, which does not enter the harbor, ten dollars.

At Lahaina.—Tonnage dues the same as at Honolulu; boarding officers, five dollars; lights, one dollar; canal, if used, two dollars; clearance, one dollar.

At Hilo.—Tonnage dues, pilotage, health certificate, and clearance, the same as at Honolulu.

At Kealakeakua.—Tonnage dues the same as at Honolulu; boarding officer, five dollars; clearance, one dollar.

At Kawaihae, (Hawaii,) and Waimea, (Kauai,) the same as at Kealakeakua.

Any vessel, having paid the tonnage dues at one port, complied with all the port regulations, and obtained a clearance from the collector, may go to either or all of the other ports of entry, without paying any additional tonnage dues during the same voyage.

PRIVILEGES TO WHALE SHIPS.

Whale ships are allowed to land goods, to the value of $200, free of duty, and $1,000 worth additional, subject to a duty of five per cent. ad valorem, without being liable to pay any tonnage dues; but, if they land more than $1,200 worth (including the $200 free of duty), they are subject to the same charges and liabilities as merchant vessels.

PENALTIES, RESTRICTIONS, ETC.

Any master of a whale ship, who shall fail to produce his permit when called for, is liable to a fine of not less than $10, or more than $50, to be imposed by the collector.

Any vessel having cargo on board intended for a foreign port, or spirits in cargo or stores, and touching at a place not a port of entry, without a permit from a collector, is liable to pay double tonnage dues.

Oil, whalebone, or any other article of merchandise, landed or transhipped without a permit, is liable to seizure or confiscation.

Seamen are not allowed to be discharged at any of the ports of these islands, except Honolulu and Lahaina.

It is not lawful to discharge seamen at any of the ports of the islands, without the written consent of the governor.

Honolulu and Lahaina are the only ports at which native seamen are allowed to be shipped, and, at these places, only with the consent of the governor.

FEEJEE ISLANDS.

FEEJEE ISLANDS.

THESE islands constitute a group in the South Pacific ocean, favorably situated for the whaling interests of the United States, if the habits of the natives did not render it unsafe for whale-ships to enter any of their ports, unless under the protection of a man-of-war.

The group consists of 154 islands in all, 65 of which are inhabited, and contain a population estimated at about 134,000 souls.

The principal islands are Viti Levu and Paou, or Sandal-wood Island; others are Vuna, Kandaboo, Ovolau, Bau, Mathuatu, and Goro; each of the islands containing from 5,000 to 13,000 inhabitants.

Sandal-wood was formerly a leading production of this group, but it has now entirely disappeared.

The great fertility of the soil, however, and the low price at which vessels could recruit their stores, and obtain supplies of fresh provisions, excellent water, &c., taken in connexion with the fact that the whaling interests of citizens of the United States in that quarter involve annually from seven to eight millions of dollars, show how important this group might become to American whalers, if they were only strong enough to prevent or resent acts of piracy and plunder.

An official communication to the State Department, under date of January 1, 1854, says: "The chief and inhabitants of Bau (at present the controllers of this group), causing the destruction of property at Lavuka, live by the fruits of begging, theft, and robbing—one unbroken series of robberies and butcheries. In default of justice, these men escape."(*a*)

When our whalers are fortunate enough to escape from the atrocities above described, they can obtain a full supply of all descriptions of vegetables, pork, poultry, &c., for an entire crew, for about $56, in trade.

The same communication further informs the Department that American vessels are actually driven away from this archipelago, the natives being emboldened in the perpetration of these acts by the absence of American vessels of war in any of their ports.

During the past year (1855) an American ship of war, the John Adams, visited the Feejee Islands for the purpose of inquiring into, and demanding reparation for, the cruelties and acts of plunder and piracy committed by the natives upon American ships trading and fishing in the Feejean archipelago. The result of this visit, it is believed, will put an end to the atrocities of these savages, and secure safe and commodious retreats for American whalers in those distant seas. It is understood that this security is guarantied by a convention or treaty agreed to by Tui Viti, the king of the islands.

There are no quarantine regulations observed at any of these islands, and consequently no bills of health are required. Passengers are subjected to no port or landing requirements, and are at liberty to go ashore when and as they please.

(*a*) Part III.

There are no customs duties, nor are there any light, hospital, or other dues or taxes exacted. For pilots, the charges are such as can be agreed upon.

It has been already stated that this group of islands affords a convenient and excellent stopping-place for our whale-ships engaged in their hazardous and laborious toil in the South Pacific seas. It should be added, that our trading ships generally, in that quarter of the globe, could beneficially call at these islands, particularly if freighted with miscellaneous cargoes of cotton goods, weapons of war, cutlery, and other similar wares suited to the barbarous and semi-civilized natives, could they but be taught to pay proper respect to the American flag.

During the three years ending with 1853, the exports from the United States to the Feejee Islands amounted, in the aggregate, to $136,000, viz: in 1851, to $32,000; in 1852, to $54,000; in 1853, to $50,000.

The merchandise received in barter for American imports consist of biche-de-mer, tortoise-shell, gums, arrow-root, and cocoanut-oil. The exports from the United States consist of assorted cargoes, and the annual value may be estimated from the preceding figures, as the trade is almost exclusively one of barter, in which American shippers usually realize 250 per cent. profit on their merchandise.

During the last six months of 1855, there arrived at the port of Lanthala five American vessels, including two ships of war, (the John Adams and the St. Mary's,) measuring, exclusive of the two latter, an aggregate of 1,124 tons. Three whale-ships also touched at the islands during the same period. The inward cargoes of two of the merchant vessels referred to, amounting in value to $4,000, consisted of general cargoes, of which was landed, in value, $3,000. The remaining vessel was laden with outfits, stones, and whaling lines, valued at $30,000, none of which was landed at the islands.

The outward cargoes consisted of biche-de-mer, 1,500 peculs, and shells 1,000 pouds, valued at $41,000. One of these vessels made a voyage to Sydney with yams, cocoanut-oil, and live stock, while the natives were collecting her cargo of biche-de-mer.

WEST INDIAN STATES.

WEST INDIAN STATES.

THE Empire of Hayti and the Republic of Dominica are included under the general appellation of West Indian States. Both of these states are on the island of St. Domingo, memorable as having been the seat of the first European settlement in America.

It was discovered by Columbus in 1492, and settled immediately afterward. After various and sanguinary revolutions, a military republic was formed on the French side of the island, under the title of the Republic of Hayti, to which, subsequently, and for a length of time, the whole island became subjected. In 1844 the political connexion between the French and Spanish divisions of the island was dissolved; and, since that period, the two states—the Empire of Hayti and the Republic of Dominica—have maintained separate political organizations.

EMPIRE OF HAYTI.

The name of Hayti is now applied to that portion of the island under the jurisdiction of the Emperor, viz: the western part, extending from Lasabon, on the Massacre river, in the north, to the Rio Padernales, on the south.

The territory of the empire is estimated to embrace about 10,000 square miles; and the population is approximately stated at 700,000,(*a*) composed chiefly of blacks, mulattoes, and other mixed races.

There being no treaty between the United States and Hayti, the commerce between the two countries is governed by such local laws and regulations as may from time to time be enacted. These are always subject to changes and alterations, sometimes so sudden—decrees of to-day superseding the laws in force but yesterday—that commercial interests, especially those of the United States, have been, in many instances, most seriously affected.

The United States commercial agent, in a despatch to the Department of State, written in December, 1849, thus refers to this ruinous uncertainty of Haytien commercial legislation: "There is one subject to which I beg, for a moment, to draw your attention; that is, the sudden changes in the laws affecting commercial interests. Within the last six months we have had the closing of the ports of Aquire, St. Marc, Miragoane, Port de Paix, and l'Ansed Hainault. 2d. An additional duty of 5 per cent. on coffee, and of 7 per cent. on logwood; and, lastly, we have had those modifications in the monopoly law. * * * * Almost all these measures were enforced on the day of their publication, merchants only being apprized of the intentions of the government by a vague rumor. With such hasty legislation, the most careful and discreet are entrapped, and thus all calculation defeated, and frequently heavy loss entailed."

(*a*) A French official report, recently published, states the population of Hayti to be only 400,000.

Advices more recently received represent but little amelioration in this unsettled state of commercial legislation. It is true, American commerce has been placed on a much better footing than it enjoyed at that period. Up to June 25, 1850, a law was in force subjecting the vessels of all nations that had not acknowledged the independence of Hayti to an additional duty of 10 per cent. The independence of the empire not having been formally recognized by the United States, American vessels were brought within the operation of this law, and could not, in consequence, compete with the vessels of such nations as had satisfied its requirements, even in exporting to Hayti our own staples.

In January, 1850, the State Department was officially informed that this reciprocity duty of ten per cent. additional was, by a law then lately published, applied to American merchandise brought in vessels of any nation whatever. This was an advantage to our ship-owners, as one or two vessels, under foreign flags, were then running as packets from the United States to Hayti, and also from the adjacent islands, bringing American goods under the preference of 10 per cent. over American bottoms. It placed the American flag on an equality with that of other nations in the carrying-trade of our staples exported to Hayti; and an increased American tonnage engaged in the trade, and a general activity in the commercial movements between the two countries were immediately perceived.

Still, American commerce in this quarter had to encounter a difficulty no less, if not even more, formidable than the discrimination just abolished. This was a decree and accompanying tariff, which took effect January 1, 1850, the 3d article of which was in these words: "The articles designated in the tariff annexed to the present decree cannot be sold above the prices fixed by said tariff." Articles 4, 6, and 8 run thus: "There shall be established in each of the ports of Port-au-Prince, Aux Cayes, Cape Haytien, Jacmel, Gonaives, and Jeremie, warehouses, into which shall be put in depot, after having regularly passed through the custom-houses, such articles of merchandise as are designated in the tariff annexed to the present decree."

* * * "Coffee shall only be divided among importers of articles included in the tariff, which division shall be made pro rata, according to the acquired rights of each." * * *

"The government reserves to itself the right of retaining, out of the quantity of coffee declared for division, a certain portion, to be disposed of according to the necessities of the moment; such portion shall not, however, exceed one-fifth of the existing quantity."

The low tariff prices fixed upon most American goods, and those to the Haytiens of the first necessity, when contrasted with the more liberal prices assigned to the merchandise of other nations, almost paralyzed for a time American trade. A despatch from Aux Cayes, written at that period to the Department of State, says: "While the citizens of France are scarcely affected in their importations to Hayti, the Americans here import, and our merchants at home export, scarcely any article that is free." Still, in the face of these annoyances, and despite the embarrassments which they must have occasioned, one-half at least of the foreign trade of Hayti is in the hands of American merchants. Naturally indolent, and unhappily deprived of all legislative stimulus to industry and labor, the natives have lost that spirit of emulation and agricultural enterprise which conducted them to a comparatively high state of prosperity under the administration of earlier rulers.

The degree of this prosperity, thus attained, may be inferred from the following statement, exhibiting the quantities and values of the produce exported from St. Domingo to France, from January 1 to December 31, 1790. The figures and other data are derived from a rare statistical chart, published in France, by the government, that year, entitled "*Tableau des Douanes et du Commerce de la partie Françoise de St. Domingue.*"

Quantities and values of produce exported from St. Domingo (chiefly from the portion now comprised within the limits of Hayti), from January 1 to December 31, 1790, while a colony of France.

Products.	Quantities.	Values in livres.
Sugar, white ---------- pounds --	70,227,708	67,670,781
" brown ---------- do ----	93,177,512	49,041,567
Coffee ---------- do ----	68,151,180	51,890,748
Cotton ---------- do ----	6,286,126	17,572,252
Indigo ---------- do ----	930,016	10,875,120
Cocoa ---------- do ----	150,000	120,000
Sirup ---------- jars ----	29,502	1,947,132
Tafia ---------- kegs ----	303	21,816
Hides, tanned ---------- sides ----	7,887	78,870
" raw ---------- number --	5,186	93,348
Tortoise-shell ---------- pounds --	5,000	50,000
Mahogany and Campeche ------ do ----	1,500,000	40,000
Value in colonial currency (livres) --	----------	199,401,634
Value in British money ----------	----------	£5,565,600
Value in dollars ----------	----------	$27,828,000

The free population of this portion of the island in 1790 was: whites, 38,360; blacks, 8,370. The number of negroes employed in labor was 455,000. The navigation returns show the number of vessels entered to have been 763, with an aggregate measurement of 55,748 tons; and the number cleared 721, measuring 53,321 tons.

The total value of agricultural property, including negroes, stock, &c., in the French division, in 1790, is stated at about $208,297,600. The number of coffee plantations was 2,810; of cotton, 705; of indigo, 3,097; and of cocoa, 69.

The following table exhibits the general decline in the productions of sugar, coffee, cotton, and indigo, between the years 1789 and 1826:

Years.	SUGAR.		Coffee.	Cotton.	Indigo.
	White.	Brown.			
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1789 ----------	47,516,531	93,573,300	76,835,219	7,004,274	758,628
1801 ----------	16,540	18,518,572	43,420,270	2,480,340	804
1818 ----------	198	5,443,567	26,065,200	474,118	----------
1819 ----------	157	3,790,143	29,240,919	216,103	----------
1820 ----------	2,787	2,514,502	35,137,759	346,839	----------
1821 ----------	----------	600,934	29,925,951	820,563	----------
1822 ----------	----------	200,454	24,235,372	592,368	----------
1823 ----------	----------	14,920	33,802,837	332,256	----------
1824 ----------	----------	5,106	44,269,084	1,028,045	1,240
1825 ----------	----------	2,020	36,034,300	815,697	----------
1826 ----------	----------	32,864	32,189,784	620,972	----------

In 1789 Hayti was a colonial possession of France; in 1801 it was under the government of

Toussaint; in 1818 and 1819 it was under that of Christophe; and during the residue of the years designated in the statement, it was under that of President Boyer.

The following statement exhibits the quantities of coffee, cotton, cocoa, logwood, and tobacco exported from Hayti from 1835 to 1849 (1842 excepted), both inclusive:

Years.	Coffee.	Cotton.	Cocoa.	Logwood.	Tobacco.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*	*Pounds.*
1835	48,352,371	1,649,717	397,321	13,293,737	2,086,606
1836	37,622,674	1,072,555	550,484	6,767,902	1,222,716
1837	30,845,400	1,013,171	266,024	6,036,238	890,569
1838	49,820,241	1,170,175	453,418	7,887,936	1,995,049
1839	37,889,092	1,635,420	477,414	25,946,068	2,102,791
1840	46,126,272	922,575	442,365	39,283,205	1,725,389
1841	34,114,117	1,591,454	640,616	65,071,391	3,219,690
1843	44,900,554	448,422	708,827	23,563,904	1,715,816
1844	45,884,908	914,835	513,448	47,405,120	171,535
1845	41,002,571	557,480	836,004	68,181,588	5,609
1846	33,508,179	570,061	630,102	59,933,868	576
1847	48,388,699	525,083	1,171,520	32,795,670	----------
1848	37,630,435	411,463	905,895	36,340,072	----------
1849	30,608,343	544,126	664,516	86,232,580	----------
Total	566,693,856	13,026,547	8,657,954	498,740,279	14,336,346

The total quantity of acajou—a species of mahogany—exported during eleven of the years designated was 48,143,272 lbs. The exportation of pitre—a species of aloes, which furnishes a substitute for hemp and flax—appears to have commenced in 1846, and, in the four ensuing years, had amounted to an aggregate of 412,874 lbs. In 1835, 8,500 cigars; 1,097 lbs. of sugar; 24,951 hides; 31,192 lbs. of rags; 10,993 lbs. of wax; and 8,769 lbs. of ginger were exported; while the ensuing year, the figures were, respectively, 33,000, 16,891, 14,891, 275, and 15,509;—sufficiently indicative of the great fluctuations to which the foreign trade of Hayti was subject.

A glance at the statements presented will show that a great change took place in the character of the exportation from Hayti during the sixty years between 1789 and 1849. Sugar, indigo, and tobacco, which were staples of export in 1789, had entirely disappeared from the table in 1849; the exportation of coffee and cocoa had (if we except two years) remained nearly stationary, while the exportation of logwood had vastly augmented, and that of cotton had greatly diminished. The quantities of the article last named, imported from Hayti into the United States during the five years ending June, 1855, was as follows:

1851	12,000 lbs.
1852	None.
1853	215,799 "
1854	196,127 "
1855	189,214 "

Exhibiting an aggregate of 613,140 lbs., and an average, each year, of 122,628 lbs.

The quantity of coffee exported in 1850 was about 45,000,000 lbs., while in 1851 it exceeded 50,000,000 lbs.; and in 1852 the quantity produced must have reached 56,000,000 lbs., as the fifth part thereof, claimed by the government, amounted to 11,200,000 lbs. As regards tobacco, since the political division of the island, its culture and its trade are in the hands of

the Dominicans. There is, however, considerable traffic in this article at some of the ports of Hayti; but it is imported by the coasters from the ports of the republic.

In view of the statistics of Hayti, thus presented, it is evident that the movement of the country has been vastly retrograde since it was a possession of France. In 1789 it exported, as we have seen, 150,000,000 lbs. of sugar, and nearly 1,000,000 lbs. of indigo; in 1849 it exported none; in the former year it exported 77,000,000 lbs. of coffee, and more than 7,000,000 lbs. of cotton; in 1849 the exportation of the former amounted to less than 31,000,000 lbs., and of the latter to little more than 500,000 lbs.; while the total value of exportations from Hayti, which, in 1789, are given at 205,000,000 francs, forty years later were but 3,500,000 francs! A foreign resident at the capital of Hayti, in view of these facts, writes as follows, under recent date:

"This country has made, since its emancipation, no progress whatever. The population partially live upon the produce of the grown-wild coffee plantations, remnants of the French dominion. Properly speaking, plantations after the model of the English in Jamaica, or the Spanish in Cuba, do not exist here. Hayti is the most beautiful and the most fertile of the Antilles. It has more mountains than Cuba, and more space than Jamaica. Nowhere the coffee-tree could better thrive than here, as it especially likes a mountainous soil. But the indolence of the negroes has brought the once splendid plantations to decay. They now gather the coffee only from the grown-wild trees. The cultivation of the sugar-cane has entirely disappeared; and the island that once supplied one-half of Europe with sugar, now supplies its own wants from Jamaica and the United States."

The following statement exhibits the general navigation and trade of the port of Cape Haytien during the year 1841, and the share thereof assigned to the United States:

Nations.	No. of vessels.	Value of cargoes inward.	No. of vessels.	Value of cargoes outward.
United States	40	$283,990	42	$211,620
British	19	145,480	16	161,935
Haytien	3	5,145	1	1,120
French	11	135,410	9	182,780
German	11	112,545	10	256,395
Total	84	682,570	78	813,850

The trade of the port of Gonaives, during the same year, is given as follows:

Nations.	No. of vessels.	Value of cargoes inward.	No. of vessels.	Value of cargoes outward.
British	13	$6,995	12	$91,765
French	10	17,525	10	73,270
Danish	1	Ballast.	1	48,420
Hamburg	1	1,420	2	18,935
United States	30	49,850	27	161,930
Total	55	75,790	52	394,320

The British vessels engaged in this trade came from Turk's Island, Nassau, St. Thomas, Trinidad, Barbadoes, and Demerara, and were freighted with dry-goods, hardware, crockery, beer, bricks, and provisions; but, as these islands are supplied chiefly with the articles last

named from the United States, it is evident that, unless, under positive prohibitions, or under restrictions equivalent thereto, the United States can, at all times, control the foreign trade of Hayti in this species of merchandise, which the natural indolence or general aversion to agricultural labor of the Haytiens necessitates them to seek from other nations, and renders as indispensable to their comforts, if not to their very existence, in 1855 as in 1841.

The following table exhibits the foreign navigation of Hayti for a period of six years, from 1847 to 1852, both inclusive:

Years.	Vessels.	Tons.	Years.	Vessels.	Tons.
1847	830	150,478	1850	1,160	162,238
1848	678	98,376	1851	897	117,817
1849	1,065	155,220	1852	995	139,829

Table exhibiting the nations to which belonged the vessels employed in the trade of 1849 *and* 1850.

Nations.	1849.		1850.	
	Vessels.	Tons.	Vessels.	Tons.
United States	486	65,554	610	81,054
Belgium	19	4,348	13	2,478
Denmark	144	23,707	162	21,409
France	114	22,591	84	15,797
Great Britain	253	31,756	204	30,756
Holland	10	580	37	1,688
Hanse-towns	28	5,036	31	6,322
Other countries	11	1,648	19	2,734
Total	1,065	155,220	1,160	162,238

The navigation of 1851, compared with that given above for 1850, shows a falling off in number of vessels of 263, measuring 44,421 tons; and the returns for 1852 show a like decrease over those of 1850 of 165 vessels, of 22,409 tons, but an increase over those of 1851 of 98 vessels and 22,012 tons.

PORT-AU-PRINCE.

This city, the capital of the empire, centralizes the large bulk of Haytien foreign commerce. It is true that less than a third of the vessels engaged in this foreign commerce depart from its ports with full cargoes; but this is owing to the fact that it is unable to supply sufficient exports, and the laws of Hayti permit foreign vessels, after unloading at the first port, to proceed to others to make up their cargoes. The general navigation from 1846 to 1850 comprised, arrivals and departures, 1,448 vessels, with an aggregate of 219,810 tons, or an annual average of 290 vessels of 43,962 tons. The flags which enter into the foreign trade of this port are, the United States, French, English, Danish, Belgian, Hamburgian, and Bremen.

Notwithstanding the great efforts made by Great Britain and France in 1847 and 1848 to ameliorate the commercial and agricultural condition of Hayti, its general commerce, during the five years ending with 1850, declined at least thirty-three per cent. when compared with the preceding five years. Its European commerce, more especially, is yearly declining, while its general trade with the United States has largely increased. This is especially the case at this port.

The following is a summary of the navigation and trade between the United States and Port-au-Prince, during the last six months of 1854, from official returns:

Number of American vessels entered and cleared, 122, with an average of 200 tons each. Total value of cargoes inward, $488,530, consisting chiefly of provisions, lumber, and dry goods. Cargoes homeward consisted of logwood, coffee, and hemp, the value of which is omitted in the official returns.

Assuming the navigation between the United States and this port to have been as active the first six months of 1854 (for which there are no official returns at hand) as the last, the figures for the whole year would stand thus: Total number of American vessels entered and cleared at Port-au-Prince in 1854, 244. Official returns give as the total for 1852, 210; 1851, 189; which shows an increase for each successive year.

CAPE HAYTIEN.

This port has not yet entirely recovered from the effects of the earthquake of 1842, nor has its general commerce regained the high rank which it held prior to that period. Still, its navigation is not unimportant. In 1850 there entered and cleared 55 vessels, with an aggregate of 8,509 tons more than in 1849. In 1829 the imports at this port amounted to 2,500,000 francs, and in 1850 to 3,343,168 francs. The large bulk of this trade is in the hands of American merchants. A French statistical work, referring to this fact, offers two explanations of the great preponderance of American trade, not only at this port, but in Hayti generally, as follows: "The United States conducts about one-half of the foreign navigation of Hayti. In 1850 their progress was accelerated beyond all precedent, showing an augmentation over 1849 of 124 vessels, with an aggregate of 15,000 tons. The facility with which they open with their neighbors a credit which is often refused them in Europe, together with the efforts of their propagandists of different sects scattered over the island, is eminently favorable to the increase of American influence."

If there were even any plausibility in this suggession, it would prove, perhaps, more than the author intended; for, ambitious as France confessedly is, and has ever been, to extend her commerce and foster her mercantile interests, even by restrictions and discriminations, which are now almost universally discarded, the assertion of her statistician, above quoted, would imply that this source of American commercial preponderance in Hayti was not available to her; but some other cause must be looked for, in view of the fact, that, while American merchants do sometimes—nay, very frequently—"give credit" to their consignees and purchasers in Hayti, they invariably pay *cash*, or its equivalent, for all their exports. For such articles as are monopolized by the government, the Haytien law is peremptory as to that mode of payment.

The other explanation assigned is more reasonable. It is in these words: "Always on the lookout for new sources of trade, the Americans purchase at Cape Haytien red-peppers, and orange and lemon peel. This new branch of trade, as well as the purchase of rags, has succeeded beyond expectation. Many houses at New York receive full cargoes of these descriptions of merchandise, actually *priceless* in Hayti, on which they realize large profits." This is, at least, a more commercial explanation; and, taking it to be true, as there is no evidence to the contrary, it shows that our merchants are determined to maintain their present relations with Hayti, even if they must take in part, in exchange for their provisions, their lumber, their hardware, their cotton goods, and their French wines and haberdashery, such *valueless* goods as the raw material for the consumption of their 750 paper-mills, at any one of which their rags will always command a ready sale at four cents per pound,(a) and raw material for the manufacture of bergamot and various useful and costly essences.

(a) These 750 mills, the number in the United States in 1852, manufacture 270,000,000 pounds of paper annually, valued at $27,000,000, and consume each year 405,000,000 pounds of rags, for which our seamen have to scour every quarter of the globe. (See Digest of Italian States.)

The following tabular statement exhibits the foreign trade, import and export, of this port (Cape Haytien) for the year ending with December 31, 1852:

Statement of imports at Cape Haytien, from January 1 to December 31, 1852.

Flag.	Where from.	Sloops.	Schooners.	Brigs.	Ships.	TOTAL. No. of vessels.	TOTAL. Tons.	Amount invoices, Spanish currency.	Total invoices, Spanish currency.	Duties paid, Spanish currency.
American	United States	----	23	14	----	37	4,360	$211,691 50		
English	do	----	----	1	----	1	122	8,308 89		
Hanover	do	----	1	----	----	1	152			
Oldenburg	do	----	----	1	----	1	250			
						40	4,884		$220,000 39	$46,826 80
Oldenburg	Bremen	----	4	----	----	4	420	40,910 04	92,966 24	10,435 94
Danish	Hamburg	----	1	----	----	1	109	52,056 20		13,148 45
Hamburg	do	----	----	1	1	2	387			
Do.	Coastwise	----	----	----	1	1	130	----------		
Danish	do	----	----	1	----	1	127	----------		
						9	1,173			
French	France	----	----	3	2	5	796	----------	55,598 88	10,907 16
Do.	Coastwise	----	----	----	3	3	610			
						8	1,406			
French	St. Thomas	----	----	1	8	9	2,079	9,838 58		
English	do	1	1	1	----	3	209	2,527 00		
Danish	do	2	----	----	1	3	193	22,404 52		
Haytien	do	1	----	----	----	1	49	4,000 00		
Prussian	do	----	----	----	1	1	287			
Hamburg	do	----	----	----	1	1	233			
						18	3,050		38,770 10	11,368 50
English	Liverpool	----	----	1	----	1	133	13,786 00		
Belgian	do	----	----	1	----	1	141	20,666 15		
English	Coastwise	----	----	2	----	2	317			
						4	591		34,452 15	8,623 37
English	Turk's Island	2	2	----	----	4	165	----------	246 00	216 95
Total	----------	6	32	27	18	83	11,269	----------	442,033 76	101,527 17

Statement of exports from Cape Haytien, from January 1 *to December* 31, 1852.

Flag.	Where for.	Ships.	Brigs.	Schooners.	Sloops.	TOTAL. No. of vessels.	TOTAL. Tonnage.	Logwood.	Coffee.	Salted limes.	Cotton.	Turtle-shell.	Cocoa.	Mahogany.	Beeswax.	Honey.	Rags.	Tobacco.	Lime juice.	Salted peppers.	Duties paid, Haytien currency.
								Lbs.	*Lbs.*	*Bbls*	*Lbs.*	*Lbs.*	*Lbs.*	*Feet.*	*Lbs.*	*Gals.*	*Lbs.*	*Lbs.*	*Gals.*	*Bbls*	
American	United States	....	13	24	....	37	4,439	4,433,650	2,616,602	50	.....	62	119,191	18,846	207	14,335	1,436	.....	.....	55	
English	do	....	3	1	....	4	505	812,300	171,884	....	.....	.....	3,620	7,572	.....	860	.....	.....	.....	....	
						41	4,944	5,245,950	2,788,486	50	.....	62	122,811	26,418	207	15,195	1,436	.....	.....	55	$252,620 42
French	France	14	5	....	....	19	4,022	6,847,550	1,786,782	....	418	.....	56,947	29	.....	94	.....	140	.....	....	164,680 21
Haytien	do	1	....	....	....	1	173														
Oldenburg	Bremen	....	1	5	....	6	751	380,500	898,630	....	685	230	22,886	31,537	11,944	2,850	.....	15,639	1,200	....	69,812 64
Hamburg	Hamburg	1	2	....	....	3	575	526,550	683,896	....	.....	44	16,184	32,808	8,137	4,435	.....	68,927	.....	....	48,618 07
Danish		....	1	1	....	2	270														
Hanover		....	....	1	....	1	152														
English	Liverpool	....	2	....	....	2	346	32,000	456,096	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	17,602 49
Do	Falmouth	....	1	....	....	1	136	498,800	532,870	....	.....	20	17,641	8,080	1,705	.....	.....	17,720	.....	...	32,791 06
Prussian	For orders	1	....	....	....	1	287														
Danish	do	1	1	....	....	2	362														
Belgian	do	....	1	....	....	1	141														
English	Nassau and Inague	....	....	....	2	2	33	4,000	9,332	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	747 46
Haytien	Turk's Island	....	....	1	....	1	40														
English	St. Thomas	....	....	2	1	3	141	179,000	86,874	....	.....	.....	103	323	.....	90	.....	.....	.....	....	7,789 03
Danish	do	....	....	....	2	2	48														
Haytien	do	....	....	....	1	1	49														
Total		18	30	35	6	89	12,470	13,714,350	7,242,966	50	1,103	356	236,572	99,195	21,993	22,664	1,436	102,426	1,200	55	594,661 38

Of the government 1-5th there was shipped to Marseilles	371,887	
Hamburg	108,262	
Liverpool	213,824	
Falmouth	150,658	
	844,631	included in total.

JACMEL.

This port, considering the scantiness of its supplies for foreign export, enjoys a considerable share of the navigation of Hayti. It forwards to Port-au-Prince most of the merchandise it imports, especially the large quantities of flax and silk textiles which it receives by the English steam-packets. (*a*)

The first rank in the commerce of this port, formerly held by the British, is now transferred to the United States. (*b*)

In the movements of 1850 there were under the American flag 60 vessels, out of a total of 151; under the English flag, 45 (including their regular royal mail steamers); and under the French flag only 5.

The trade and navigation between the United States and the port of Jacmel during the last six months of 1854 is given as follows: Number of vessels, 30; average tonnage of each, 140 tons; value of cargoes inwards, $661,599 32; value of cargoes outward, not given in official returns. Cargoes inward consisted of provisions, lumber, shingles, and assorted goods. Cargoes outward, of coffee, logwood, lignum-vitæ, fustic, braziletto.

PORT AUX CAYES.

This port, in a commercial aspect, is one of the most important of the empire. In 1850 there entered and cleared 372 vessels, measuring an aggregate of 50,574 tons. The city is generally reputed one of the most progressive in the island, and is the capital of the southern peninsula of Hayti; the best irrigated and most fertile province in the empire. Here, as in the other ports, the United States holds the first commercial rank. (*c*) The chief imports from the United States are provisions, of which the consumption is heavy. During the past two or three years American merchants have also imported domestic cottons and manufactures of cotton, generally in such quantities, and with such success, as to have already disheartened all foreign competition. The French authority already cited, says, in reference to this extraordinary success of American merchants in this as in the other markets of Hayti: "This species of merchandise (American cottons) is in high repute for its excellent quality. It is superior to that manufactured in England, and is sold at a lower figure."

France supplies a small quantity of wines, oils, and fabrics of Marseilles and Paris. Coasters plying between St. Thomas, Curaçoa, and Jamaica, import small packages of European wares, and some provisions, for which they generally find a ready market.

The quantity of coffee annually exported from Aux Cayes is estimated at between four and five million pounds. During good seasons this figure rises to 6,000,000 lbs. In this total, however, are included considerable quantities imported coastwise from the neighboring ports. The district proper of Aux Cayes supplies but little coffee, the principal article of culture being the sugar-cane, the produce of which, first converted into sirup, then manufactured into rum, tafia, &c., supplies the greater part of the island with spirituous liquors. Campeche wood (logwood), the produce of which is considerable, supplies an export trade of 20,000,000 lbs.

The values of importations at this port in 1850 are thus stated:

Imports into Aux Cayes.

From the United States	$266,166
" Great Britain	246,480
" France	39,432
" Hanse-towns	29,574
" Other countries	9,858
Total	591,510

(*a*) The British Mail Company's steamers, from St. Thomas to Jamaica, touch at Jacmel twice a month.

(*b*) "*Commerce Extérieur*," 3d series, No. 644, page 26.

(*c*) "*Commerce Extérieur*," 3d series, No. 644, page 27.

GONAIVES.

There entered this port in 1849 and 1850, 182 vessels, measuring in the aggregate 29,801 tons; and there cleared 187, with an aggregate of 30,196 tons.

The former prosperity of this port resulted from the immense quantities of ebinisterre (cabinet-makers' wood) and dye-woods, which accumulated at the mouth of the Artibonite from every point of its course, prior to the independence of Dominica; but such is the change that has taken place, that, to-day, it exhibits scarcely the shadow of its former commerce.

Its exports, with their average quantities and values, are classified as follows:

Coffee	5,400,000	kilos. : Value	640,000	francs.
Cotton	150,000	"	270,000	"
Acajou	4,500,000	"	900,000	"
Campeche, Guyac (lignum-vitæ)	2,500,000	"	250,000	"

Formerly large quantities of wax, pitre, and cocoa were exported from Gonaives; but this trade has of late years greatly declined. The exports at present consist of cereals and coffee, not only from the neighboring *communes*, but from the whole *arrondissement* of St. Marc, which is a closed port. The coffee of this port is of the very best quality, and commands the highest price. Hence it is, that vessels which cannot make up their cargoes of coffee at Port-au-Prince, touch at this port for such quantities as they can obtain.

The imports in 1850 reached a value of about 3,000,000 francs. Of this, the United States supplied provisions, lumber, and cotton goods to a value of nearly 1,500,000 francs ($279,000), or one-half of the whole. England, France, and the German States figure chiefly in the other half—the trade of the two latter seeming rather on the decline.

There are at Gonaives 24 foreign merchants; and of the commercial houses, 9 are French and 4 English, while but 1 is American.

The following summary of the trade between the United States and the port of Gonaives during the first six months of 1855 is made up from official returns: Number of vessels (American) entered and cleared, 66, with an aggregate of 4,317 tons. Value of cargoes inward, not given in official returns; value of cargoes outward, $2,033,429 95 Haytien currency—about 16 Haytien dollars being equal to 1 American. Cargoes inward consisted of provisions and lumber. Several vessels touched at the port, laden in part, to complete cargoes. Outward cargoes consisted of coffee, mahogany, and logwood.

JEREMIE.

This is the smallest port in the island open to foreign commerce. The anchorage at Jeremie is so dangerous that scarcely a year passes without one or more shipwrecks, or other serious casualties, being recorded.

In 1849 there entered and cleared 76 vessels, with an aggregate of 8,200 tons; and in 1850 there entered and cleared 91 vessels, measuring 11,536 tons.

The following summary exhibits the general trade of this port for 1850:

Countries.	Values of imports.	Articles and quantities of exports.	
	Francs.		*Pounds.*
United States	1,064,000	Coffee	4,593,919
France	244,000	Cocoa	541,371
Great Britain	248,000	Campeche	6,429,059
Denmark	118,000	Guyac	54,500
		Wax	3,128

GENERAL REMARKS.

The trade between the United States and Hayti is becoming, every year, more important and necessary to both countries. Heretofore, the imports into the empire from the United States consisted, almost exclusively, of provisions, for which were exchanged coffee, logwood, mahogany, &c. Articles of apparel, cotton manufactures, and fashionable goods were supplied chiefly from France, England, Germany, &c. Under the discriminating, or, rather, the reciprocity duty—namely, 10 per cent. additional duty upon the cargoes of vessels belonging to nations that have not recognised the independence of Hayti—United States merchants offered no serious competition to those of the privileged nations, except in regard to such merchandise as was indispensable to the natural wants of the Haytiens, and in respect to which our undisputed monopoly of the trade enabled our merchants to countervail the discrimination, and still maintain a brisk and profitable trade. In cotton and other manufactures, and general cargoes, the British and French held the first rank in the Haytien markets. With the abolition of the reciprocity duty, the United States flag entered the Haytien ports on terms of perfect equality with those of other nations; and our merchants, at once, disputed the pre-eminence hitherto held by other nations in the general trade of Hayti. American cotton and other manufactures filled the warehouses at the different ports; and, from the superiority of their quality, and the lower price at which they could be sold, were soon generally preferred and sought after by Haytien purchasers. Instead of occupying, as heretofore, the third or fourth rank among foreign nations trading with this country, the United States now claims fully one-half of its entire foreign commerce.

The French authority which has been already quoted in this Digest, says: "Favored by their proximity to Hayti, the Americans are determined on reducing the price of their salt provisions, their flour, soap, &c., to so low a figure, that European competition is out of the question. They export from their warehouses at New York(*a*), at low prices, wines, hardwares, hats, caps, French silks, English manufactures, &c. They also furnish the Haytiens with the oils and pastes of Italy, and monopolize the sale of candles, tapers, cheese, and timber for building. They maintain the same superiority in the export trade. They take three-fourths of the different woods cut in Hayti, two-thirds of all the coffee exported, and are the exclusive exporters of pitre, fustic, and nearly so of tortoise-shell. In fine, the commercial superiority of the United States extends over every part of the empire, and, in its rapid progress, bids fair to exclude altogether the vessels, as well as the merchants of Europe. * * * *

"Among the countries with which the United States have commercial intercourse, Hayti holds the ninth rank as respects tonnage. All the States are more or less interested in the Haytien trade. The northeastern States find a market there for their fish and other merchandise; Pennsylvania, northern Virginia, Maryland, Ohio, Indiana, Kentucky, Illinois, and Missouri, for their salted pork; Vermont, New York, Massachusetts, Illinois, and Ohio, for their salted beef; Philadelphia and Boston, North and South Carolina, Virginia, and Kentucky, for their household furniture, their rice, and tobacco. The manufacturers of New England, New York, and Pennsylvania, have already secured an extensive market in Hayti for their cheap cotton textiles, and successfully compete with European manufactures.

"The official returns of the United States show that Mexico, with a population of 8,000,000, imported from the different ports of the Union, in 1851, less by $335,507 than Hayti. (*b*) The

(*a*) An official return of American trade at one port, "Cape Haytien," for only six months, shows that, during that period, American vessels arrived from 17 different ports of the United States!

(*b*) There is an error in the text in reference to our trade with Mexico for 1851. The book from which the figures are taken, makes this difference $15,189 more than is given above. Thus—

Total trade with Hayti in 1851	$3,737,258
Total trade with Mexico in 1851	3,386,562
Difference in favor of Hayti	350,696
Difference as per text	335,507
Error in text	15,189

trade of the United States with the latter country is, therefore, more profitable than that with Mexico; indeed, American vessels generally return in ballast from Mexican ports, or go to other States in search of freight; while in Hayti they always find cargoes, if not of coffee, at least of acajou, campeche, and pitre, which are always in abundance. In 1851, the United States exported to Hayti cotton goods valued at $296,000, while the value of similar merchandise exported to Cuba reached only $26,000. The soap exported from the United States to the former country exceeded 1,928,682 boxes;(*a*) to the latter, only 389,748. Hayti receives from the United States three times as much flour as Cuba, and six times as much salted pork."(*b*)

With the exception of the errors already noted, and a few others of the press, the article in the French statistical work, of which the preceding summary gives the substance, presents a generally accurate review of the commerce of the United States with Hayti. Notwithstanding the United States has not yet recognised the independence of Hayti, nor entered into any treaty with its government, the restrictions and petty annoyances to which our merchants and citizens in that country have heretofore been subjected are now removed, and the fruits of this more liberal and friendly feeling are witnessed in our annually increasing commerce, and the preponderance of, and preference for, American merchandise in the markets of Hayti. This liberal state of things may, however, at any moment, change. In the absence of a commercial treaty between the two countries, our relations with Hayti are dependent on the will or caprice of the Emperor. In this respect, France and England are on a safer footing than the United States.

It is stated, on the authority of private letters from Port-au-Prince, that the Emperor has recently published an edict prohibiting the further cutting of mahogany, and also the transportation to the sea-board of what wood is now cut in the interior. The reason assigned for this measure is, that his Majesty wishes to turn the attention of his people more to the cultivation of their fields and the production of provisions, the quantity of which, grown in the empire, is insufficient for the supply of the inhabitants.

The importation into the United States from Hayti, of mahogany and other cabinet-makers' wood, is diminishing in value. In 1850, it reached $65,331; in 1853, $105,322; and in 1855, it fell to $49,507.

DOMINICAN REPUBLIC.

The old Spanish part of the Island of San Domingo, or the Dominican Republic, embraces the territory as settled by the treaty of limits between Spain and France in 1777. According to those limits, its area would comprise about two-thirds of the whole island, or over 18,000 square miles. The population of the republic reaches about 126,500 souls, composed of Spaniards, creoles, and blacks. The population, however, is stated, by some authorities, to exceed 250,000; but this is probably too large.

The natural productions of the republic are all kinds of valuable wood, copper, iron, salt, coal, &c. Its soil is very fertile; but its climate is unhealthy, and, at certain seasons, exceedingly fatal to foreigners.

The chief staples of the republic are mahogany, lignum-vitæ, dye-woods, tobacco, honey, and hides. The imports from the United States consist of assorted cargoes, flour, &c.; but, most usually, our vessels enter the ports of the republic in ballast.

(*a*) "Boxes" should read pounds. The French translator must have confounded the terms.

(*b*) In 1851, Hayti received nearly eight times as much flour from the United States as Cuba. The tariffs of the two countries, respectively, sufficiently account for this great disparity. In Cuba, the duty on flour (including all charges) is about $10 81 per barrel, and on salted pork $4. In Hayti, the duty on the former is $2 per barrel, and on the latter $1.

The tariff of duties is based upon a fixed value assigned to each class of merchandise, on which a duty of 25 per cent. is levied. The general scope of these duties may be illustrated by selecting from the latest tariff the article of flour. The tariff valuation of this article is $5 per barrel of from 175 to 200 lbs.; the duty on which, at 25 per cent., would be $1 25.

These duties are permanent, (so long as the tariff continues unaltered,) and are in no manner dependent on the fluctuation of prices. This tariff will be found in Part II.

The tonnage duty on American vessels is $1 per ton in port, and 50 cents per ton for the coast, being 50 per cent. more than is charged on the vessels of such nations as have recognised the independence of the republic, or have entered into treaties with its government. The effect of this, as well as of other discriminations against the American flag, has been to give to the flags of treaty nations, especially to that of Great Britain, a large share of the carrying trade between the United States and the Dominican Republic.

In 1854 a treaty of amity, commerce, and navigation was agreed upon and executed by plenipotentiaries of the two governments duly appointed for that purpose; but, objections being made to some of its stipulations by the Dominican legislature, it was not confirmed. An amendment, defining the rights of Dominican citizens in the United States, was proposed; to which the commissioner of the United States objected, and thus the matter is understood to stand at the present time.

The following tabular statements exhibit the trade and navigation of the Dominican Republic during a period of four years, ending with 1852; together with an analysis of the trade and navigation of each of the ports, St. Domingo and Porto Plata, during the year last designated:

Statement exhibiting the trade and navigation of the Dominican Republic, during the years specified.

Years.	Vessels entered.	Tons.	Vessels cleared.	Tons.	Imports.	Exports.
1849	248	20,082	216	16,139	$266,960	$637,360
1850	272	22,403	268	23,290	762,370	1,047,055
1851	279	24,449	261	21,776	1,189,470	1,234,285
1852	324	30,055	298	29,914	1,212,340	1,620,660

Statement exhibiting the share assigned to each of the two ports of St. Domingo and Porto Plata, in the above general table.

Years.	ARRIVALS.						DEPARTURES.					
	PORT OF ST. DOMINGO.			PORTO PLATA.			PORT OF ST. DOMINGO.			PORTO PLATA.		
	No. of vessels.	Tonnage.	Values.	No. of vessels.	Tonnage.	Values.	No. of vessels.	Tonnage.	Values.	No. of vessels.	Tonnage.	Values.
1849	130	12,428	$140,885	118	7,654	$126,075	115	9,863	$270,625	101	6,276	$366,735
1850	147	15,273	430,680	125	7,130	331,690	148	16,447	524,185	120	6,843	522,870
1851	128	14,272	582,780	151	10,177	606,690	119	12,912	394,965	142	8,864	839,320
1852	162	19,375	662,685	162	10,680	549,655	140	18,468	705,285	158	11,446	915,375

Statement of the foreign trade at the port of St. Domingo during the year 1852.

Nationality.	ARRIVALS.			DEPARTURES.		
	No. of vessels.	Tonnage.	Invoice values of cargoes.	No. of vessels.	Tonnage.	Invoice values of cargoes.
British	38	5,375	$75,840	38	5,375	$321,925
Dominican	27	767	195,000	6	359	3,250
French	30	5,727	25,505	30	5,660	180,300
Danish	20	1,633	201,500	18	1,713	49,510
Dutch	20	1,168	53,450	24	1,320	40,400
American	15	2,266	65,300	14	2,050	57,000
Italian	4	1,009	18,390	3	635	18,450
Hamburg	2	352	5,950	2	352	10,000
Prussian	2	536	20,855	2	536	13,710
Venezuelan	2	96	845	1	22	350
Spanish	1	134	50	1	134	2,390
Swedish	1	312	----------	1	312	8,000
Total	162	19,375	662,685	140	18,468	705,285

Statement of the foreign trade at Porto Plata during the year 1852.

Nationality.	ARRIVALS.			DEPARTURES.		
	No. of vessels.	Tonnage.	Invoice values of cargoes.	No. of vessels	Tonnage.	Invoice values of cargoes.
British	82	3,247	$129,510	80	3,140	$119,610
Danish	24	1,805	166,210	24	1,909	136,125
Bremen	9	1,564	119,050	11	2,032	306,445
American	8	1,121	31,500	11	1,448	41,145
Dutch	8	744	27,150	6	513	17,425
Hamburg	7	1,040	26,150	6	826	108,600
Oldenburg	2	196	40,000	3	316	54,425
Sardinian	1	207	45,000	2	458	25,500
Hanoverian	1	78	----------	1	78	19,500
Swedish	1	195	5,000	2	447	65,375
French	1	148	----------	1	148	20,850
Portuguese	1	149	----------	----------	----------	----------
Spanish	1	45	----------	1	45	----------
Dominican	16	141	385	10	86	475
Total	162	10,680	589,955(*a*)	158	11,446	915,475

The following is a summary of the trade between the United States and the port of St. Domingo, during the last six months of 1854, viz:

(*a*) There is an error in the official document of $40,300

Number of vessels entered and cleared 28, with an aggregate of 2,529 tons; ot these, four entered in ballast, and ten with assorted cargoes. The homeward cargoes consisted of mahogany, lignum-vitæ, hides, and honey, and amounted in value to $26,270. During the same period there entered six vessels under British colors, measuring in all 518 tons: one French vessel of 139 tons; one Danish of 125 tons, and one Dominican of 68 tons: total number of foreign vessels (exclusive of American) nine, with an aggregate tonnage of 850 tons. During the first six months of 1855, there entered and cleared 40 vessels from the United States (under the American flag), measuring in the aggregate 3,375 tons; of these, 13 entered in ballast, and 7 with assorted cargoes, including one laden in part with flour. Value of cargoes, inward, $27,650; value of cargoes, homeward, $44,664. Homeward cargoes consisted of mahogany, lignum-vitæ, satin-wood, fustic, hides, and honey.

The latest revision of the Dominican tariff bears date 18th June, 1853. The valuation of several articles, including domestic cottons, boys' shoes, &c., has been reduced; while, in a few others, including women's shoes, there is an increase—on the latter article from $7 to $8 per dozen, which will raise the duty from $1 75 to $2 per dozen. The financial and political difficulties now experienced in the Dominician Republic can hardly fail to be felt in the general movements of its foreign commerce.

Comparative statement of the commerce of the United States with the Island of San Domingo—embracing the empire of Hayti and the Dominican republic—exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$1,327,891	$77,849	$1,405,740	$1,386,367	34,377	27,919	575	534
1846	1,114,013	43,129	1,157,142	1,542,962	30,264	23,425	803	1,642
1847	1,187,017	111,756	1,298,773	1,391,580	27,717	27,959	1,068	2,500
1848	937,586	156,229	1,093,815	1,367,174	27,692	23,340	781	2,694
1849	532,577	70,015	602,592	901,724	24,761	16,556	1,931	4,552
1850	1,211,007	139,181	1,350,188	1,544,771	44,690	981	6,289	8,127
1851	1,679,372	167,918	1,847,290	1,889,968	39,940	33,153	7,820	7,586
1852	1,479,326	239,577	1,718,903	1,870,672	36,871	32,365	6,821	7,320
1853	1,738,413	260,520	1,998,933	1,985,624	33,262	31,369	10,402	6,124
1854	1,880,187	329,538	2,209,725	2,357,252	48,322	38,245	6,031	4,797
1855 (*a*)	1,929,334	315,718	2,245,052	2,615,525	50,405	37,193	8,380	9,051

(*a*) The figures for this year are the sum of those given by "Commerce and Navigation" for *Hayti* and *San Domingo*.

MEXICO.

MEXICO.

THE territory constituting the Republic of Mexico has an area of 855,964.49 square miles, and forms in its political divisions twenty-one States, a Federal District, and three Territories. The population has somewhat augmented since the time of its independence, and the census (Tejada's) of 1850 states its position and numbers as follows :(*a*)

States, Territories, &c.	SQUARE LEAGUES.			Population in 1851.
	Area in 1821.	Ceded to U. S. by treaty of 1848.	Area in 1852.(*b*)	
Chiapas	2,385.00	----------	2,385.00	144,070
Chihuahua	16,323.00	3,462.50	12,860.50	147,600
Coahuila	33,309.65	25,362.65	7,947.00	73,340
Durango	6,184.50	----------	6,184.50	162,618
Guanajuato	1,556.00	----------	1,556.00	713,583
Guerrero	3,650.00	----------	3,650.00	270.000
Jalisco	6,288.55	----------	6,288.55	774,461
Mexico	1,987.50	----------	1,987.50	973,697
Michoacan	3,279.35	----------	3,279.35	491,678
Nuevo Leon	2,203.25	----------	2,203.25	133,361
Oajaca	4,150.00	----------	4,150.00	525,101
Puebla	1,756.15	----------	1,756.15	580,000
Queretaro	304.90	----------	304.90	184,161
San Luis Potosi	3,997.40	----------	3,997.40	368,120
Sinaloa	4,266.00	----------	4,266.00	160,000
Sonora	16,427.50	----------	16,427.50	139,374
Tabasco	2,111.35	----------	2,111.35	63,580
Tamaulipas	6,238.10	2,431.25	3,806.85	100,064
Vera Cruz	3,199.50	----------	3,199.50	264,725
Yucatan	5,740.95	----------	5,740.95	680,948
Zacatecas	3,998.65	----------	3,998.65	356,024
Territories.				
California Alta	49,851.35	49,488.85	362.50	12,000
California Baja	6,948.75	----------	6,948.75	----------
Colima	414.25	----------	414.25	61,243
Tlascala	228.50	----------	228.50	80,171
Federal district	12.57	----------	12.57	200,000
New Mexico	29,199.55	29,199.55	----------	----------
Total	216,012.27	109,944.80	106,067.47	7,659,919

(*a*) No two authorities agree as to the area and population of Mexico.

(*b*) By the treaty of December 30, 1853, defining more accurately the boundary between Mexico and the United States, additional territory was ceded to the latter, for the consideration of $10,000,000.

More recent returns (*a*) would indicate a greater increase of the white than other classes of population; but it is probably explained by the fact that certain literary acquirements define color, and that successful efforts have been made to advance the common education in many of the States.

Along the eastern declivity of the Cordillera of the Andes, from three to four thousand feet above the level of the sea, grow the coffee and tobacco, both of unusual excellence; but the coffee is heavily burdened with the internal taxes of the States, and the sale of tobacco is a monopoly of the government; so that, with these restrictions upon them, their cultivation languishes. From this elevation to the sea is the country of cane, of the product of which little is at present exported. Cochineal, which has greatly diminished in quantity within the past few years, has become of little importance. Wheat, the growth of the table-lands, is equal to the best in the world, and, when not absolutely forbidden, a heavy duty rests upon the imported article, which, unless in times of scarcity, is equal to a prohibition.

The lands of the people of the hot and temperate climates are chiefly taxed with this great difference; and, in consequence, the flour is brought to them, often a distance of 200 miles, on mule-back, instead of being received at a fair and cheaper rate from abroad, by the sea.

This weight falls heavily upon the State of Vera Cruz, and exists for the benefit of the proprietors of the wheat-fields, principally of Puebla; but force and wealth prove ever to abide with the latter State, in every attempt to obtain relief. Nor do the burden and vexation stop here. Notwithstanding the exemption seemingly given to the imported article from other than the federal duties, the owner has often to pay other sums at the ports of entry, in the nature of municipal duties, and at every remove from State to State.

Maize, although indigenous to the table-lands, and growing in every climate of the republic, is rarely to be found at a low price anywhere; and this, not from any failing of industry or a want of knowledge in its cultivation, but from droughts that continue, at times, for years, and sometimes until districts are half depopulated. Even in the fertile valley of Mexico, about the capital itself, corn usually bears a price of about $2 the bushel. The cotton, wherever it has been attempted to be raised, has been materially and discouragingly affected by insects; and the article is yearly the subject of special licenses to individuals, to be introduced at Vera Cruz at rates lower than those designated by the tariff, to supply the calls of cotton manufactories.

The vine and the olive have been attempted to be cultivated since the revolt from Spain, but with poor, or only partial success. The price of the *maguey*, both in its natural state as *pulque*, and as the distilled liquor made from it, *mescal*, is an important item in the economy of considerable territories, but of no consideration in commerce. The pith of some varieties of the plant, baked like a potato, is, in many places, the food for nearly the year round of the half-wild tribes of the *sierras;* and the spirituous extract is the inebriating draught that keeps a large portion of the population about the cities and towns where it can be raised or bought, in a state of wretchedness and physical destitution.

The principal manufactures of Mexico are sugar and rum, aloes, wine, and brandy, earthen and stone ware, glass, paper, and tissues of cotton, wool, and silk. M. Lerdo de Tejada estimates the entire value of the manufactures of all kinds in Mexico, annually, at $80,000,000 to $90,000,000.

The production of gold and silver in the republic has arrived at a state of great prosperity; but the inadequate supply of quicksilver is felt as a considerable obstacle to the still greater development of the mineral wealth of Mexico.

MINERAL RESOURCES OF MEXICO.

In a period of twenty-seven years, from 1825 to 1851, both inclusive, the average value of the precious metals annually exported was $9,481,042, as appears from a recent work of Miguel

(*a*) A census stated to have been taken in 1854, makes some very slight alterations in the preceding table. It raises the population to 7,853,394.

Lerdo de Tejada, "*Comercio de México desde la Conquista hasta hoy,*" which gives the following table of the amounts *legally* exported in coin and otherwise, during the period designated:

Years.	Value.	Years.	Value.
1825	$3,702,447	1840	$6,402,135
1826	5,847,795	1841	11,661,491
1827	9,669,428	1842	8,511,556
1828	12,387,288	1843	10,645,683
From July, 1829, to June, 1830	12,022,312	1844	11,661,296
1830 ---- do ---- 1831	10,534,974	1845	11,330,901
1831 ---- do ---- 1832	7,280,803	1846	9,687,829
1832 ---- do ---- 1833	14,160,146	1847	888,195
1833 ---- do ---- 1834	13,537,759	From January, 1848, to June, 1849	10,994,738
1834 ---- do ---- 1835	8,062,213	July, 1849, to June, 1850	12,166,806
1835 ---- do ---- 1836	12,705,471	July, 1850, to June, 1851	8,608,081
1836 ---- do ---- 1837	8,471,826		
1837 to Dec., 1838	4,459,745	Aggregate	237,026,061
1839	11,625,143	Average	9,481,042

It is believed that immense quantities of sulphur, sufficient, it is stated, to supply the manufacturing wants of the whole world, are to be found in the State of Puebla. A late Mexican paper says, in reference to these sulphur-beds: "The volcano of Popocatapetl is no uncertain or chance enterprise. It possesses a real and certain treasure, and that treasure is the inexhaustible amount of pure sulphur which is springing up every day in infinite abundance from its bowels."

The "*Siglo*" newspaper, published in Mexico, says: "The United States consume annually, in manufactures, sulphuric acid to the amount of the enormous sum of $18,000,000 to $22,000,000; and, perhaps, it would not be out of the way to estimate the imports of sulphur into Great Britain at nearly the same amount. In these two countries alone, we should find a market for over $30,000,000 worth annually. The price of sulphur is now at about $50 per ton, in the English and American markets, for the article brought from Vesuvius and the sulphur-beds of Italy. The article from Popocatapetl would, of course, command a higher price, from its superiority. * * * The supply in Vesuvius is limited, while that of Popocatapetl would find little diminution by the labor of a century."

There seems to be no doubt of the existence of incalculable quantities of pure sulphur in the vicinity of this volcano. From observations actually made, and estimates formed on the spot, by scientific officers, it is believed that the sulphur thrown up and hardened may be set down at millions of millions of arrobas. The government of Mexico has already given attention to this subject.

The stipulations by which commercial relations between the United States and the republic of Mexico are regulated are found in the treaty of April 5, 1831, and that of May 30, 1848; the latter known as the treaty of Guadalupe Hidalgo.

Article 3d of the latter treaty provides that all the custom-houses then in possession of officers of the United States should be immediately restored to the Mexican authorities, together with all bonds and evidences of debt for duties on imports and exports not fallen due; and further, that all duties collected at such custom-houses by the United States officers, from and after the ratification of the treaty, shall, after deducting the cost of collection, be delivered over to the Mexican government, at the city of Mexico, within three months after the exchange of ratifications.

Articles 6 and 7 relate to the navigation of the Gulf of California, the rivers Colorado and Rio Bravo del Norte (annulled by 4th article of the treaty of December 30, 1853, ratified and exchanged 30th June, 1854).

Article 17 revives treaty of 1831 for eight years, with the usual stipulation of twelve months' notice by either party desirous of terminating the same. From the treaty of 1831 the "additional article" is excepted, and also such stipulations as are incompatible with the treaty of 1848.

Article 20 continues in force, for sixty days after the ratification of the treaty, the tariff established by the United States at ports and places occupied by their forces.

Article 21 provides for the appointment of commissioners or arbitrators to settle any disagreements which may hereafter arise between the two governments concerning the political or commercial relations of the two countries.

Article 22 prescribes rules and proceedings to be followed, should a war unhappily break out between the two republics, and covenants protection, &c., for the citizens of each residing in the other; and also provides that this article shall not be annulled under the pretence that war dissolves all treaties, or under any other pretence whatever.

The treaty of 1831, revived by the 17th article of the treaty of 1848, secures to the citizens of each country, in the territory of the other, equal footing with the citizens and subjects of all foreign nations, and provides that neither country shall grant any particular favor to other nations in respect of commerce and navigation, that shall not immediately become common to the other party; no higher or other duties, imposts, or fees whatsoever, to be paid by the citizens or vessels of either country in the ports of the other, than are, or may be, paid by the citizens or vessels of the most favored nation; all merchandise, the produce, growth, or manufacture of either country, imported into the other, to be subject to no higher or other duties than similar importations from any other foreign country; no export duties or prohibitions to be prescribed by either country, that shall not equally apply to all other foreign nations; the vessels of both countries, in the ports of either, to be placed on the footing of national vessels, as respects tonnage duties, light or harbor dues, pilotage, salvage in case of damage or shipwreck, or any other local charges, the coasting trade being reserved by each of the high contracting parties to its own vessels, respectively; the duties on imports and exports of articles, the growth, produce, or manufacture of either country, to or from the ports of the other, to be the same, whether such importations or exportations take place in vessels of the United States or of Mexico; all merchants, captains, commanders of vessels, and other citizens of either country, to have full liberty to manage, themselves, their own affairs, or choose their own brokers, factors, agents, or interpreters in the ports and territories of the other.

The fourth section of the 34th article saves from the operation of this treaty all former or existing treaties with other sovereign states or powers.

The geographical position of the States and Territories of Mexico is thus defined:

1. *Eastern or Gulf Coast.*—The States of Yucatan, Chiapas, Tabasco, Vera Cruz, and Tamaulipas.

2. *Western or Pacific Coast.*—The States of Oajaca, Puebla, and Territory of Tlascala; State of Mexico, and Federal District; States of Michoacan, Jalisco, and Territory of Colima; States of Sinaloa, Sonora, Guerrero, and Territory of Lower California.

3. *Interior.*—The States of Queretaro, Guanajuato, Zacatecas, San Luis Potosi, New Leon, Coahuila, Durango, and Chihuahua.

YUCATAN.

The State of Yucatan occupies the greater portion of the peninsula which bounds the southern edge of the Gulf of Mexico. It comprises an area of about 52,947 square miles, and contains a population of 680,948.

The principal productions of Yucatan are maize, cotton, rice, tobacco, pepper, sugar-cane, dye-woods, hides, and soap.

Foreign trade with Yucatan is distributed between the United States, France, England, Spain, and other countries. The proportions may be estimated from the following table, showing the value of imports into Yucatan during the year 1850, from each of the countries above designated:

Spain	1,950,000	francs.
England	1,400,000	"
United States	1,000,000	"
France	225,000	"
Other countries	925,000	"
Total	5,500,000	"
	or, $1,023,000	

The principal ports in Yucatan are Campeche and Sisal, both open to foreign commerce. In the former, the water is so shallow that vessels are obliged to anchor some considerable distance from the town of Campeche, and discharge and take in cargoes by means of lighters and canoes. Sisal possesses a deeper port than Campeche, but it is more exposed to the north winds, which prevail in the Gulf of Mexico from October to April. It is the depot for the import and export trade of Merida, the capital of Yucatan, and for all merchandise transported to or from the interior of the State. Campeche attained, under the ancient rule, a high degree of commercial prosperity. It enjoyed a monopoly of all the imports and exports of the province; but since the independence of Mexico, its commerce has declined—a result brought about by the opening of other ports to general trade, as well as by its difficulties with the central government, and the fearful ravages of epidemics, by which, in one year, fully two-fifths of its population were carried off.

CHIAPAS.

The State of Chiapas possesses but little commercial interest. It was incorporated in the Territory of Mexico in 1833, forming, before that year, a portion of the territory of Guatemala.

Its productions are corn, cocoa, sugar, tobacco, indigo, (of the very finest quality, but in small quantities,) tropical fruits, and timber of almost every variety. Like Yucatan, this State derives its chief interest from the ancient remains of a former advanced civilization within its territories, bearing date long anterior to the Spanish conquest. The ruins of Palenque, in Chiapas, and of Uxmal and Chichen, in Yucatan, are, perhaps, the most wonderful of all that have been discovered hitherto on the western continent.

TABASCO.

Tabasco, the smallest State of the confederacy, was, previous to the revolution, a province belonging to the intendency of Vera Cruz. Its principal productions are cocoa, coffee, pepper, sugar, tamarinds, arrow-root, palmetto, and some tobacco. Its capital, Villa de San Juan Bautista, lies about seventy miles from the Gulf, and is reached by vessels of light draught. Its commerce is chiefly carried on with the adjoining States and with Guatemala.

VERA CRUZ.

The State of Vera Cruz lies under the burning sky of the tropics, and is comprised within a long, but somewhat narrow, strip of territory along the Gulf of Mexico, running from the mouth of the Tampico river in the north, to the Guasacualco and the boundaries of Tabasco

on the south. It contains an area of 3,199.50 square leagues, and a population of 264,725(a) inhabitants. The port of Vera Cruz lies in 19° 11′ 52″ north latitude, and 98° 29′ 19″ west longitude from Paris, on a sandy plain, interspersed with marshes, which bound the Gulf of Mexico. From the month of May to that of November, the usual period during which the northers cease blowing, the unhealthiness of Vera Cruz is proverbial.

The principal productions of the State of Vera Cruz are tobacco, coffee, sugar, cotton, corn, barley, wheat, jalap, sarsaparilla, vanilla, mahogany, ebony, dye-woods, and every variety of tropical fruit.

The port of Vera Cruz supplies a great part of the republic, and is considered by far the most important shipping point on either coast. Foreign vessels are allowed to introduce goods and effects from foreign countries only, and they are permitted to enter but one port for discharge; they may then proceed, in ballast, to any other port in the republic, for the purpose of taking in cargoes of the produce of the country.

During the year 1852, there arrived at the port of Vera Cruz, from all foreign countries, 173 vessels, with an aggregate of 21,958.23 tons. The total value of merchandise exported, including gold and silver, was $10,449,070 05. Of the vessels named, there were 49 American, measuring 6,234.15 tons. The character or value of their inward cargoes is not given in the United States consular returns, but the import duties are stated to have amounted to $159,301 20.

Amount of silver exported	$353,287 88
" gold "	55,884 50
" other products	205,150 37
Total value of homeward cargoes	614,322 75

During the same year there arrived from Great Britain 38 vessels, with an aggregate of 2,655.22 tons. Total amount of exports, $9,175,763 82, of which silver covered $8,565,359 32, and gold $47,952.

France holds the next rank in the trade of Vera Cruz. The number of French vessels arrived in 1852 was 28, of 5,717.32 tons. Inward cargoes not ascertained. Outward, total value $421,935 86; of which, silver $118,921 86, gold $45,554.

Number of Spanish vessels arrived at Vera Cruz, during the year 1852, 26, with an aggregate of 3,211.67 tons. Total value of cargoes exported $141,287 62, chiefly silver and gold.

The residue of the foreign trade of this port, during the same year, was distributed between 32 vessels, with an aggregate of 4,139.87 tons, carrying, respectively, the Belgian, Danish, Hanoverian, Mexican, Portuguese, Sardinian, and Venezuelan flags. From Hamburg there were 8 vessels, exporting a total value of $23,196.

During the prevalence of the northers, the port of Vera Cruz is considered to be very unsafe. In 1846, the United States brig-of-war "Somers" was lost in sight of the city, making the third United States national vessel lost, during that season, in the Gulf of Mexico. A norther generally continues two or three days. "It comes on," says a publication elicited by the loss of the Somers, "gradually, so that the mariner who is unaccustomed to navigate the Gulf of Mexico is often unsuspicious of danger, and flatters himself with the idea that the 'stiff breeze' which impels his vessel onward will soon carry her to her port of destination. And so it does, but not in safety; for the 'stiff breeze' freshens into a gale, and the gale into a hurricane; and, at length, the vessel strikes on one of the rocks with which the harbor of Vera Cruz is studded. In that harbor the anchorage ground is, perhaps, the worst in the world. At Vera Cruz no number of anchors hardly will keep a vessel from going ashore in a norther. All that the captain of a vessel can do, under such circumstances, is to slip his anchors and stand out to sea immediately. Vessels of war, even those belonging to friendly powers, are not allowed by the

(a) A census taken in 1854 raises this number to 274,686.

Mexican government to enter the harbor of Vera Cruz. They always anchor at Sacrificios, a barren island at the entrance of the harbor. At Sacrificios the anchorage is pretty good. Mexican men-of-war, when there are any such in the harbor of Vera Cruz, are always moored to rings set in the walls of the castle of St. Juan de Ulloa, and, by that means, are secured from the effects of a norther."

The official account of the loss of the "Somers," bearing date December 12, 1846, is on file in the Navy Department, and contains many valuable suggestions relative to the dangers to which navigation is exposed on the Gulf of Mexico.

TAMAULIPAS.

This State is bounded north by the State of Texas; northwest by the Mexican State of Coahuila; on the west by the States of New Leon, San Luis Potosi, and Vera Cruz; and on the east by the Gulf of Mexico. In breadth it varies from 12 to 55 leagues. This State has more than 350 miles in length of sea-coast, and is fringed with lagoons varying from 4 to 18 miles in width, divided from the Gulf by a bank of sand.

The shallowness of the shores along the coast, and the dangerous bars which choke the mouth of the rivers, render the navigation difficult and dangerous for vessels of almost all classes. Population in 1850, 110,074; though the census of 1854 gives but 100,064. The chief productions of this State are similar to those found in the State of Vera Cruz.

The coasting and foreign trade is conducted principally in the ports of Tampico de Tamaulipas and Matamoras. From these places large quantities of European and North American manufactures enter the middle and northern States of the republic. Queretaro, San Luis, Nuevo Leon, Coahuila, Zacatecas, Jalisco, Durango, Chihuahua, and Sonora receive most of their foreign supplies from these points. Tampico de Tamaulipas, on the northern bank of the Panuco, is the principal commercial port of this State. Its bar is dangerous, and its harbor considered unsafe. The town is situated in the midst of extensive marshes, and cannot be approached by large vessels. Its foreign commerce is represented as increasing, (*a*) though a consular return from that port, bearing date February 17, 1854, says, that the trade with the United States is on the decrease, owing to "high rates of duties, both impost and consumption; as also circulation and municipal."

Tampico exports hides, sarsaparilla, goatskins, fustic, vanilla, wool, jerked-beef, and Mexican hemp. Tampico is the outlet of the metals and other productions of San Luis Potosi, Guanajuato, Zacatecas, and Durango, considered to be the richest mining districts in Mexico.

The foreign trade of Tampico during the year ending December 31, 1852, was as follows:

Total number of vessels from all foreign nations entered, 84.

Total value of inward cargoes	$1,228,948
Total value of outward cargoes	3,266,634
Total foreign trade	4,495,582

Total number of American vessels included in the above, 22, with an aggregate of 2,267 tons.

Value of inward cargoes	$196,936
Value of outward cargoes	237,944
Total trade in American vessels	434,880

Total number of British vessels, 17; aggregate tonnage not ascertained. Of these, 14 belonged to the British Royal Mail Steamship Company, and 3 were sailing vessels.

(*a*) Vide Mayer's Mexico, vol. II, page 206.

Total value of inward cargoes (exclusive of 1,000 flasks of quicksilver, value not ascertained)	$287,500
Total value of outward cargoes	2,928,418
Total trade in British vessels	3,215,918

Total number of French vessels, 9, of 1,315 tons.

Total value of inward cargoes	$398,000
Total value of outward cargoes	2,080
Total trade in French vessels	400,080

Total number of Spanish vessels, 7, of 728 tons.

Total value of inward cargoes	$139,300
Total value of outward cargoes	50,176
Total value of trade in Spanish vessels	189,476

The residue of the trade at the port of Tampico, during 1852, was distributed between Sardinia, Hamburg, Holland, and Mexico.

Matamoras lies on the right bank of the Rio Grande, or Rio Bravo del Norte, at the distance of nearly 30 miles from its mouth. For purposes of navigation, this river is, perhaps, the most important in Mexico, and has proved navigable by steamers for a considerable distance into the interior.

Recent returns from this port are not at hand, but the general trade of Matamoras is not of much importance. The following facts relative to its trade are derived from French official returns:

Imports into the port of Matamoras consist chiefly of breadstuffs, spices, provisions, and cloths, from New Orleans; exports, of specie, hides, and wool. In 1844 there entered 33 vessels, of 2,054 tons, floating inward cargoes of the value of 1,633,000 francs,(*a*) and outward about an equal amount. Two-thirds of all commercial operations at this port are under the American flag. In 1841, commercial movements with the United States reached the sum of 23 millions of francs—12 millions for inward, and 11 millions for outward cargoes. Of the imports, British merchandise imported in American bottoms reached 5 millions, while American produce and manufactures amounted to only 2½ millions. French merchandise in American bottoms figured as high as 1,300,000 francs, and German 1,080,000. Cotton cloths (mostly British) reached, in this trade, 5,136,000 francs. The export trade to the United States during this year covered 9,000,000 francs in specie, and over 2,000,000 in hides.

CHIHUAHUA.

The principal port in this State is El Paso del Norte, lying on the right bank of the Rio Grande. "The position of this town is an important one, inasmuch as the road by it is the only practicable one for wagons leading from Santa Fé to Chihuahua."(*b*)

The valley of El Paso is the most fertile in Mexico, producing maize, wheat, and almost every variety of fruits. The commerce of the United States with this port has decreased since 1851, not half the amount of merchandise having been imported from the United States in 1852 as in 1850 and in 1851. This decline is attributed to the failure of the crops in the State of Chihuahua, and the high duties, which amount almost to a prohibition. Mexican and foreign merchants send to the United States wine and brandy, manufactured in the El Paso valley, and

(*a*) Each 18.6 cents.

(*b*) Mayer's Mexico.

sugar, soap, rebosas, saddles, bridles, leather, cigars, mats, and fruits, amounting annually to about $70,000.

OAJACA.

This State has a sea-coast on the Pacific extending 118 leagues, and comprises an area of about 4,150 square leagues, containing a population of 525,101 inhabitants. The fertility of soil and richness of productions render this State, in a commercial aspect, one of the most important in Mexico. There is not, however, any port open to foreign commerce on this part of the Pacific, from the boundary-line of Guatemala to Acapulco, a distance of nearly 900 miles. The coasting trade is nearly nominal, although the State possesses nine seaports or anchorages, namely: Tehuantepec, Huatulco, Escondido, Chacahua, and Jamiltepec. Corn, cotton, coffee, sugar, cocoa, vanilla, tobacco, cochineal, wax, honey, and indigo are the staple productions.

The indigo crop, produced in the department of Tehuantepec, is estimated at 500 garrones,(*a*) and that in the valley of Sonala at 600 garrones, making the whole crop of indigo equal to 192,500 lbs.(*b*)

From a message of the governor of Oajaca to the National Congress, it appears that, during the seventeen months previous to March 1, 1854, the crop of cochineal produced in the State of Oajaca reached as high as 1,248,550 lbs. The price usually ranges from 50 cents to 75 cents per lb., according to quality.

This State possesses, also, considerable mineral wealth. There are, at present, silver mines worked, 4; not worked, 3; gold mines worked, 5; lead mines, 1. Annual product of all the mines, $352,000; annual products of iron mines, 244,000 lbs.

On both sides of the isthmus of Tehuantepec great quantities of mahogany and other cabinet woods, gums, &c., are produced. The cocoa raised in some parts of this State is of so superior a quality, that, while the country belonged to Spain, it was reserved for the royal family. It still has a deserved reputation.

GUERRERO.

This State comprises the districts of Acapulco, Chilapa, Tasco, and Tlapa, and the municipality of Coyucan. Its principal port is Acapulco, so spacious and secure that 500 vessels can lie at anchor in it with perfect safety. The trade of Acapulco is inconsiderable; the foreign vessels entering the port being either freighted with coals for the Pacific Mail Steamship Company, or in distress—the former being compelled to clear in ballast. By decree dated February 4, 1854, the Supreme Government made a reduction in the tonnage dues upon all vessels arriving in that port laden with coal, and consigned to any steamboat company having a depot of coals in the harbor, viz: 50 cents per ton, instead of $1 50, as formerly.

During the year 1853, there entered the port of Acapulco 81 American steamships, of 107,007 tons; 8 sailing vessels (ships) carrying 4,369 tons; 1 barque, and 2 schooners. Besides Acapulco, there are other ports on the Pacific coast open to foreign trade; but the Department is not in possession of information respecting them. They possess, however, no commercial importance.

The other States of Mexico, being either in the interior of the republic, or possessing no ports open to foreign commerce, are not deemed of sufficient commercial consideration to demand separate notice.

Returning to the general commerce of Mexico with foreign nations, particularly with the United States, it is found that the principal articles of importation from the latter to that country are: Machinery, articles of iron, small wares; linen, woolen, and cotton cloths; silks, flour, (when not prohibited,) raw cotton, timber for the construction of houses, prepared medicines, household furniture, vehicles, harnesses, horses, salt meats, sperm, paper, marble and other stone.

(*a*) The garrone equals 175 lbs. each.

(*b*) The price paid to planters is 62½ cents to $1 per lb.

Comparative statement exhibiting the value of the commerce of the United States with Mexico, during a period of eighteen years, from 1826 *to* 1843, *both inclusive.*

[Made up from United States Treasury Reports.]

Years.	Imports.	Exports.	Years.	Imports.	Exports.
1826	$3,916,000	$6,281,000	1835	$9,490,446	$9,029,221
1827	5,232,000	4,173,000	1836	5,615,819	6,040,635
1828	4,814,000	2,886,000	1837	5,654,002	3,880,323
1829	5,026,761	2,331,151	1838	3,127,153	2,787,362
1830	5,235,241	4,837,458	1839	5,500,707	2,164,097
1831	5,167,000	6,178,000	1840	4,175,001	2,515,341
1832	4,293,954	3,467,541	1841	3,484,957	2,036,620
1833	5,459,818	5,408,091	1842	1,996,694	1,534,493
1834	8,666,668	5,265,053	1843	2,782,406	1,471,937

The following statement exhibits the value of the commerce of the United States with Mexico during a period of twelve years, from 1844 to 1855, both inclusive, with the tonnage employed during each year:

Years.	Imports.	Exports.	Total tonnage.
1844	$2,387,002	$1,794,833	53,544
1845	1,702,936	1,152,321	40,672
1846 (*a*)	1,836,621	1,531,180	45,137
1847 (*a*)	746,818	692,428	22,271
1848	1,581,247	4,058,446	91,320
1849	2,216,719	2,090,868	95,648
1850	2,135,366	2,012,827	103,246
1851	1,804,779	1,581,783	93,272
1852	1,649,206	2,284,929	87,519
1853	2,167,985	3,558,824	94,915
1854	3,463,190	3,135,486	91,105
1855	2,882,830	2,922,804	97,121

The imports into the United States from Mexico consist, principally, of gold, silver, dye-woods, dye-stuffs, hides, skins of sheep, cattle, and other productions of less value.

The following table exhibits the trade of the United States with Mexico at three successive periods, at intervals of ten years:

Periods.	Imports.	Exports.	Total.
1830	$5,235,241	$4,837,458	$10,072,699
1840	4,175,001	2,515,341	6,690,342
1850	2,135,366	2,012,827	4,148,193

It will be perceived that the commerce between the two countries decreased during the twenty years embraced in the above table. In 1854 it experienced considerable activity, exceeding in value the totals of 1850, but not reaching those of 1840, and still further below those of

(*a*) War.

1830. The value of imports in 1854, as already given, was $3,463,190; and of exports, $3,135,486; making a total of $6,598,676—being $91,666 less than for the year 1840, and $3,474,023 less than for 1830.

The importations from Great Britain into Mexico may be illustrated from a report made by order of Parliament. For a period of seven years, from 1840 to 1846, both included, the sum total of the value of the imports was $82,246,705, making an average value of nearly $12,000,000 per annum.

The principal articles of import were as follows: Drugs, haberdashery and wearing apparel, arms and ammunition, malt liquors, printed books, manufactures of brass and copper, furniture, carriages, coals, cordage, manufactures of cotton, earthenware of all kinds, glasswares, hardware and cutlery, hats, iron and steel in bars, manufactured lead, prepared skins, harnesses and saddles, manufactures of flax, machinery and machines, and musical instruments. Of these articles, the manufactures of cotton rank highest; the estimated value of the importation for the seven years amounting to more than $57,000,000, while that of manufactures of linen (which comes next in order of value) was more than $12,000,000, leaving only some $12,000,000 or $13,000,000 as the aggregate value of all the other imports from Great Britain into Mexico.

The character and value of merchandise entering into the commercial movement of Mexico with France may be exemplified by those of the year 1851, as exhibited from the data furnished by the official returns of France. The reason of the shipments thither of the precious metals being in so small amounts, is, that the exchange with England can always be more conveniently arranged than with that country:

Description of merchandise.	Values.	Description of merchandise.	Values.
Manufactures of silk	$1,249,038	Perfumery	$42,957
" of cotton	644,134	Precious stones	40,000
" of wool	625,447	Clocks and watches	39,943
" of glass	328,583	Carriages, &c.	32,630
Engravings, books, &c.	278,065	Jewelry	35,553
Wines	245,693	Furniture	32,581
Arms	231,419	Machines and machinery	25,541
Manufactures of metal	179,880	Musical instruments	23,008
Haberdashery, &c.	126,549	Stearine oil	21,675
Rabbit and hare skins	504,216	Medicines	19,867
Mechanical and other tools	103,040	Iron and steel	19,747
Dressed skins	67,017	Prepared skins	19,298
Cutlery	56,851	Silk (raw and manufactured)	15,861
Fish, pickled, &c.	55,546	Toys	15,073
Artificial flowers and fancy goods	47,310	Olive-oil	13,976
Spirits and liqueurs	47,257	Umbrellas and parasols, silk	13,525
Manufactures of flax and hemp	45,921	Sundries	221,966

The importation to Mexico from Germany consists principally of linen textures, such as Silesian linen, creas, &c., &c.; to which are added, in smaller quantities, some chintzes, muslins, silk handkerchiefs, cloths, cassimeres, crystals, plain glass, fine and common hardware, arms, carriages, furniture, and pianos.

The quantities of linen exported from Hamburg and Bremen to Vera Cruz and Tampico, during the years designated, were as follows:

Kinds of linen.	NO. OF PIECES DURING THE YEARS—		
	1839.	1840.	1841.
Silesian	116,220	59,138	52,854
Creas	29,566	20,754	19,654
Ruanes	1,973	1,155	1,470
Bretañas	12,795	11,022	4,160
Estopillas	7,177	7,150	5,888
Listados	7,568	10,442	2,325
Osnabruk	2,949	1,046	150
Cascrillas	10,852	4,164	200
Canamazos	3,885	1,154	1,830
Coties	753	1,966	1,559

Statement showing the values of imports from Hamburg and Bremen into the ports of Vera Cruz and Tampico, with the numbers of vessels engaged during the years specified.

Years.	NUMBER OF VESSELS FROM—			Values of merchandise as per invoice.
	Hamburg.	Bremen.	Both ports.	
1837	10	5	----	$1,466,000
1838	11	5	2	1,760,000
1839	11	3	1	1,970,800
1840	14	6	----	1,750,000
1841	12	4	1	1,485,200
Aggregate	----	----	----	8,432,000
Average annual value	----	----	----	1,686,400

Statement exhibiting the amount of import duties collected at the port of Vera Cruz during the four years ending with 1854, *as compiled from the custom-house books of that port.*

Years.	Tariff.	Averia imposts.	Mole tax.	Totals.
1851	$1,954,388 37	$435,912 14	$110,607 13	$2,500,907 64
1852	2,915,591 39	200,988 40	106,548 33	3,223,128 12
1853	2,454,723 08	242,676 82	124,770 95	2,822,170 85
1854	2,588,636 74	278,514 94	114,489 27	2,981,640 95
Aggregate	9,913,339 58	1,158,092 30	456,415 68	11,527,847 56
Average	2,478,334 89½	289,523 07½	114,103 92	2,881,961 89

The foregoing is exclusive of city and hospital contributions, and *internacion*, or internal duty, levied upon the same goods when despatched to the interior.

The chief coasting trade of the republic, on the Gulf of Mexico, is performed by schooners between Tampico, Tuspan, Sisal, Campeche, Tabasco, Minatitlan, Alvarado, and Tlacotalpan. For this trade, a few vessels exist of about a hundred tons burden, built at Campeche, and are equal to American vessels of like quality in respect to capacity, sailing properties, and durability.

National vessels make voyages only to the ports of New Orleans and Cuba; and in the year 1852 only seven sail were thus employed, and the amount of coasting in the same time was very small. There appears to be no increase in this trade, nor in the building of vessels. The commerce with foreign countries is reported recently to have decreased; and with the United States, in particular, to be on the decline. The cause of this change is considered to be the high rates of duties both on imports and exports, and the additional charges, local as well as internal.

It is known that the late President of Mexico, (Santa Anna,) a short time before his abdication, had granted privileges and special concessions to certain European houses for the introduction of foreign merchandise on the Pacific coast, at from 25 to 30 per cent. less than the regular impost by the established tariff. As this involved a palpable violation of the treaty between the United States and Mexico, the American minister to that country, under date of April 10, 1855, protested against such privileges and special concessions.

Under such a system, American merchants were reduced to the necessity of witnessing the products of the United States contributing to the fortunes of European merchants; while they were denied the right, notwithstanding treaty stipulations, of importing similar merchandise on the same terms, under a penalty of confiscation, and a fine to the extent of the market value of the cargoes at the place of importation.

Tonnage duties and port charges at Vera Cruz.—On foreign ships and national vessels from foreign ports, per ton,(*a*) $1 50; fees of captain of the port, $3 50; water dues,(*b*) 12½ cents; stamped paper for entering and clearing, $8 50; pilotage, either way, per foot, $2 50; pilot-boat, with four oars, $8; pilot-boat, with six oars, $8; bills of health, if required, $4; to consul of country where destined, $4; visit of health officer, $2.

Wharfage and municipal dues are very insignificant.

The moneys, weights, and measures, in use in Mexico, are the same as those of Spain.

At the port of Tampico the dues and charges are quite the same as at Vera Cruz. Hospital dues at the former port are $10.

TARIFF REGULATIONS.

The tariff regulations of Mexico have been subject to frequent changes of late. The rates established by the tariffs of 1845, 1855, and 1856, will be found, in corresponding columns, in "Comparative Tariffs," Part II. The details of the latest tariff are as follows:

MEXICAN TARIFF OF JANUARY 31, 1856.

New ports open for foreign trade.—Guaymas, Camargo, Mier, Piedras-negras, Monterey, Laredo, Tonalá, Zapaluta, Guatzacoalcos, La Ventosa.

Charges on vessels.—Tonnage $1 per ton; free of tonnage, if in ballast to load logwood, specie, &c.; or if bringing coal for the Mexican deposits; or if only bringing passengers or mails.

Prohibitions.—Brandy, of sugar-cane; and all others except that made out of grape—excepting gin, rum, and others named in the tariff, in bottles or jars; sugar, of all kinds; rice; buttons, with the Mexican or foreign arms; coffee; wax, made up in candles; obscene pamphlets, books, &c.; flour of wheat, except at Acapulco, Yucatan, Tampico, Matamoras, and the custom-houses

(*a*) The Mexican ton is 12 per cent. less than that of the United States.

(*b*) Mexican vessels in the coasting trade pay 6¼ cents per ton, as water tax, but are exempt from tonnage duty.

of the northern frontier.—(For regulations, see Comparative Tariffs, part II.)—Boots, shoes, slippers of leather with soles; rein-bitts and spurs of Mexican fashion; books prohibited by competent authority; lard, subject to the same exceptions (omitting Acapulco) as flour; saddles, and appurtenances of Mexican fashion; playing cards of Mexican fashion; scarfs (Mexican fashion) of all kinds; speckled or printed textures imitating the same; wheat and all kinds of grain and seeds; blankets, woollen or cotton or mixed, excepting coverlets and bed-coverings of piqué, without seams.

List of goods which pay a fixed rate of duties.

Description of merchandise.		Rates of duty.	
Raw cotton, sole duty, (gross weight)		Per quin.	$1 50
Carpets of hemp, per square vara		Per vara	5
" woolen (plaid flannel) plain		"	20
" " not cut		"	30
" velvet, cut		"	45
Brim (Russian sheeting) of linen or hemp		"	14
Silk lace	net weight	Per pound	7 20
China crape and crape scarfs	net	"	2 00
Men's cotton socks		Per dozen	45
Children's "		"	30
Men's linen socks		"	45
Children's "		"	30
Men's woolen socks		"	48
Children's " "		"	35
Undershirts and drawers, cotton		Each	25
" " woolen		"	30
Cotton or linen tape, white and colored, plain and twilled, paying net weight		Per pound	40
Coverlets, woolen, cotton, or mixed		Per vara	5
Cassimere (twilled woolens)		"	45
Cocoa, Guayama, Para, and of the islands	net	Per quintal	2 40
" Maracaibo, Carraccas, and others	do	"	5 00
Cinnamon and cassia	do	Per pound	50
Cloves	do	"	30
Jackets, knitted		Each	30
" woolen		"	50
Worsted knitted goods for children, ready made	net	Per pound	60
Worsted thread for embroidering	do	"	36
Sperm candles	do	Per quin.	12 00
Caps, cotton, knitted		Per dozen	80
" linen, "		"	80
" silk, "	net	Per pound	2 00
Gloves, cotton		Per dozen	45
" linen		"	45
" woolen		"	45
" women's entire, plain, kid gauntlets		"	90
" " " embroidered		"	1 80
" men and women's kid, bucklers, &c.		"	45
Cotton reels up to 300 yards each		"	6½
Linen " " "		"	9
Cotton thread balls		Per pound	30
Turkey red twist	net	Per quin.	20 00
White and grey twist	do	"	12 50
Double bleached twist (cotton)	do	"	30
Thread of hemp	do	"	3 00
Woolen twist	do	Per pound	36
Tin plates	do	Per quintal	3 00

LIST OF GOODS—Continued.

Description of merchandise.	Rates of duty.	
Cotton, (textures,) plain, grey, and white	Per vara	$0 03
" twilled	"	4½
" white and painted, dyed and twilled damask and velvet-like	"	5
" called prints	"	4½
Linens, (textures,) white, grey, colored of hemp, do. of linen, plain, white, and grey	"	3½
Up to 36 threads in ¼ square inch (Mexican)	"	5
Do. over 36 threads	"	5
Do. plain, colored, striped, &c	"	5
Do. white, colored, grey or twilled, and damask like	"	7
Do. white and grey, or colored embroidered, or open worked (*a jour*)	"	11
Fringes for curtains, cotton or mixed wool, white or colored, including pasteboard ---net	Per pound	30
Men and women's cotton stockings	Per dozen	80
" " linen "	"	80
" " woolen "	"	80
Children's cotton stockings	"	30
" linen "	"	30
" woolen "	"	30
Muslins, plain, white embroidered or open worked, (*a jour*,) book muslins, other similar transparent goods, white or colored, embroidered or open worked, (*a jour*) on valuation	Per cent.	21
Plain batista or cambric, white or colored	Per vara	12½
Cotton handkerchiefs, colored, up to 1 vara	Each	4
" " white, with white or colored border	"	5
" " with border and corners embroidered	"	8
" " open work up to 1 vara	"	8
" " white, colored, and with white or colored borders, for children	"	6
Cotton lace of all kinds and colors, including pasteboard or boxes---net	Per pound	1 20
Cotton umbrellas	Each	25
Linen handkerchiefs, plain and striped, of different colors in the textures, up to 1 vara	Per dozen	50
" " plain, white, or printed, with border of the same texture, up to 1 vara	"	90
" " embroidered or open worked, (*a jour*,) white or colored, or with lace fringe, up to 1 vara	"	2 00
Lace of all kinds and colors, including pasteboard or boxes---net	Per pound	1 80
Woolen cloth of all kinds, plain, twilled, and striped	Per vara	50
Woolen handkerchiefs, plain, twilled, worsted of all colors, with or without fringe, up to 1 vara, and not counting the fringe	"	12
Silk handkerchiefs, plain, twilled or striped, white or colored---net	Per pound	1 50
" " figured, embroidered, transparent (or *gauze*,) white or colored	"	2 25
Silk umbrellas and parasols	Each	75
Ready-made clothing of all kinds, materials, and sizes, for men, women, and children, on invoice	Per cent.	60
Raw silk of all classes---net	Per pound	40
Twisted silk of all classes and colors	"	1 20
Hats, unfinished	Each	1 00
" ready-made, of all classes and materials	"	2 00
Woolen textures, plain, white, and colored	Per vara	7
" " figured, twilled, worsted, striped, printed of all colors, not being cassimeres or cloth duty	"	9
Silk textures, plain, figured, twilled, damask, velvet-like, embroidered, printed, and all manufactures of silk only, of any class and denomination, and not comprised or specified in this tariff---net	Per pound	3 00
N. B. Shawls with fringes mixed with any material not being metal, to be considered as silk.		
All kinds of textures or pieces of apparel of India-rubber, and with same, net weight	Per quin.	30 00
All articles and goods not precisely prohibited, &c., not specified or noted on this tariff, will pay an amount of invoice value	Per cent.	30
India rubber shoes, India-rubber thread for weaving purposes, &c., and India-rubber slips for billiard bands, on gross quintal		9 00

ADDITIONAL DUTY.

1. Municipal duty will be 12½ cents on each package of 8 arrobas weight, payable at the time of importation.

2. For improvement of the country, 20 per cent. on the import duty.

3. International duty, 10 per cent. on importation duty, payable at the time of sending the goods in the interior.

4. *Contra registro* is 20 per cent. on import, payable at the final place where goods are sent.

5. Amortization duty of the public debt liquidated and consolidated: this duty will be 25 per cent. on the import duty, and be payable in full at the General Treasury Department of the nation, with bonds of the public debt liquidated and consolidated.

Export duty.—On coin and wrought gold, 1½ per cent.; on coined silver, 3½ per cent.; on silver bars, stamped by mint, 7 per cent. All the remaining goods, products, and national manufactures, not specified, may be exported without paying any duty.

All laws, decrees, circulars, and orders, which are in conflict with this tariff, directly or indirectly, will cease immediately after publication of the present new one.

PRO FORMA INVOICE UNDER NEW TARIFF OF JANUARY 31, 1856.

Invoice of the following goods shipped by the subscriber for , Captain , to the consignment of , merchants of the port of Vera Cruz, (Mexico,) whither this vessel is bound.

Marks.	Numbers.	Number of packages.	Gross weight of each.	Description of packages.	Total net weight of each which pay by weight.	Total measurement by length of goods which pay by measurement.	Width of goods exceeding one vara. (a)	Class of goods specified.	Value.
P. M. R.	1 to 10.	10 (ten).	1 (one) quintal.	Bales of common size.	....	100,000 (one hundred thousand) yards.	1 (one) yard.	White ordinary cotton.	....

NEW YORK, (date).

Signature.

In this manner all invoices are to be made out, specifying every one of its packages. The total number of packages to be specified in words also.

Comparative statement of the commerce of the United States with Mexico, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels employed in the trade of each year, during a period of eleven consecutive years.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845---	$784,154	$368,177	$1,152,331	$1,702,936	16,157	16,952	3,023	4,540
1846---	901,333	629,847	1,531,180	1,836,621	22,410	14,224	4,539	3,964
1847---	536,641	155,787	692,428	746,818	6,497	10,716	2,903	2,155
1848---	2,095,495	1,962,951	4,058,446	1,581,247	21,795	62,083	2,916	4,526
1849---	1,047,999	1,042,869	2,090,868	2,216,719	47,807	29,820	7,881	10,140
1850---	1,498,791	514,036	2,012,827	2,135,366	22,585	518	36,039	30,104
1851---	1,014,690	567,093	1,581,783	1,804,779	29,407	31,019	12,701	20,145
1852---	1,406,372	878,557	2,284,929	1,649,206	27,046	29,719	12,780	17,974
1853---	2,529,770	1,029,054	3,558,824	2,167,985	23,046	30,810	25,255	15,804
1854---	2,091,870	1,043,616	3,135,486	3,463,190	37,569	29,758	8,605	15,173
1855---	2,253,368	669,436	2,922,804	2,822,830	39,117	41,458	6,123	10,423

(a) 100 yards English are equal to 109$\frac{11}{100}$ Mexican.

CENTRAL AMERICAN STATES.

CENTRAL AMERICAN STATES.

THOUGH Central America, properly, comprises the whole peninsula extending between the Isthmus of Darien and the Isthmus of Tehuantepec, the above caption is used in its more limited and popular signification, as embracing that portion of the peninsula formerly constituting the captaincy-general of Guatemala, and, more recently, the United States of Central America—namely: Guatemala, Nicaragua, San Salvador, Honduras, Costa Rica, and the Mosquito Coast. These States, including the Mosquito Coast, embrace an area of about 149,750 square miles, containing a population of nearly two millions of inhabitants.

The following table exhibits the name, area, population, and capital of each of the States of Central America, derived from the latest geographical authority:(*a*)

States.	Area, square miles.	Population.	Capitals.
Guatemala	28,000	972,000	Nueva Guatemala
San Salvador	13,000	363,000	San Salvador
Honduras	72,000	308,000	Comayagua
Nicaragua	48,000	247,000	Leon
Costa Rica	16,000	138,000	San José
Mosquitia	23,000	6,000	Blewfields

Guatemala is estimated to embrace in its population some 750,000 Indians, 150,000 mestizos, and between 7,000 and 8,000 whites; Nicaragua, 80,000 Indians, 15,000 negroes, 20,000 whites, and more than 100,000 of mixed races.

"When these countries were under the dominion of Spain," says a late publication,(*b*) "the whole was included in the captaincy-general of Guatemala, and Guatemala has ever since been held in the first rank of the several States which were formerly constituent parts of the old government. On the 21st September, 1821, the country was proclaimed an independent State, and united itself with the republic of Mexico; but, on the 1st July, 1823, again became a separate government, and eventually a confederation of the five States above enumerated.

"Mosquito, of course, was always *de jure* part of Honduras and Nicaragua, having, under the Spanish *regime*, been considered as integral portions of the departments so called. In 1846, the confederation was dissolved, and each State became independent of the other. Of late years, however, attempts have been made to renew the confederation, but without any definite results, owing to political jealousies, and, perhaps, to the intermeddling of foreigners in affairs which belong purely to the parties themselves. The country has thus been kept in a state of constant agitation; industry has been neglected; civil wars have been rife; and every effort to improve

(*a*) Of the five or six authorities consulted in preparing this table, each varies materially from the other. The figures adopted, therefore, though taken from the latest and most reliable publication, would seem, after all, to present but an approximation to exact facts.

(*b*) "American Statistical Annual."

the condition of the inhabitants has been frustrated. Such has been the painful evidence of reliable witnesses. The day, however, is now at hand when these States must awake from their more than tropical indolence; and, with prudence on the part of the several governments, the country, in union, will rise into incalculable importance and dignity. It possesses all the elements of prosperity; and, sooner or later, the pressure of coming events will force the inhabitants to seek their safety in realizing the resources and advantages with which nature has so bountifully invested the country."

GUATEMALA.

SINCE 1847, Guatemala has been an independent republic, and in 1851 a new constitution was adopted, by virtue of which the President is elected every four years; to whom, in conjunction with an Assembly General, composed of fifty-nine members, the powers of the government are confided. It is divided into seventeen departments, and its capital is Nueva Guatemala.

The soil of Guatemala is, generally, very fertile, and produces maize and wheat of superior quality, as well as rice, legumes, vegetables, and every species of tropical fruit. The great commercial staple of the republic is cochineal, of which upwards of 20,000 bales are annually produced. In addition to these articles, considerable attention has been given of late to the cultivation of tobacco, sugar, coffee, cotton, vanilla, and indigo. Gold, silver, and other minerals have been found in several sections of the State. The exports consist of cochineal, indigo, cigars, sarsaparilla, mahogany, cocoa, hides, dye-woods, and some silver. The total value of exports amounts, annually, to about $1,880,000, and the imports to about $2,000,000.

The commercial relations between the United States and Guatemala are regulated by the treaty of March 3, 1849, and by the local legislation of that republic. The treaty is one of peace, amity, commerce, and navigation, and stipulates for perfect equality and entire reciprocity of commerce and navigation. Each nation extends the same privileges to the vessels of the other that are applicable to its own. The right of residence, commerce, and trade, is extended to the citizens of each in the territories of the other, with the same rights, privileges, exemptions, and restrictions, which apply to native citizens—the coasting trade excepted, which is reserved to the parties, respectively, according to their own separate laws. The high contracting parties moreover adopt, with respect to each other, the principle that free ships make free goods. The treaty is to continue in force during twelve years, and contains the usual provision of one year's notice after the expiration of that period.

The local regulations of Guatemala are altered from time to time by decree, sanctioned by the executive officers, and promulgated under authority of the President of the republic.

The latest decree of this character, of which the Department is in possession, modifies the tariff of 1837, so far as it relates to tonnage duties. It bears date May 6, 1852, and subjoined is a translation of its provisions:

ARTICLE 1. Every vessel which shall anchor in the ports of the republic, no matter whence it may come, shall pay a tonnage duty of two reals (twenty-five cents) for each ton of measurement. This measurement shall be ascertained from the register, the certificate of nationality, the patent or clearance under which it sails.

ART. 2. Shall be free of tonnage duty—1st. Small vessels engaged in transporting merchandise from one port to another of the republic: 2d. Vessels which anchor in ballast to take in water, provisions, or fruits of the country, provided they discharge no cargoes: 3d. Vessels of war, and regular mail or steam-packets, provided they do not discharge merchandise over twenty tons: 4th. Merchant vessels which, exceeding 150 tons of registered measurement, discharge

not exceeding twenty tons of merchandise: 5th. Vessels which receive on board, for exportation, produce of the country, excepting cochineal, as provided for in decree of March 31, 1849.

ART. 3. This decree shall take effect from and after the 1st day of July, ensuing.

SAN SALVADOR.

THIS is the smallest of the Central American States, embracing but 7,500 square miles, and is separated from Nicaragua by the bay of Conchagua. The soil is, in many places, exceedingly fertile, but the country is generally hilly and mountainous.

Indian corn, cotton, coffee, and various kinds of vegetable produce are cultivated to some extent. The most important article of cultivation, and, indeed, the chief staple of San Salvador, is indigo, which grows in great perfection and abundance. Near the coast, the lands of Acajutla and Libertad produce the article known in commerce as the balsam of Peru, of which about 20,000 lbs. is the annual yield. The inhabitants display much ingenuity in the manufacture of an article of female dress, called by the natives *rebosas,* which is much used in Central America and Mexico.

San Salvador has a coast-line along the Pacific of about 150 miles with the ports of Acajutla and Libertad; and, within the bay of Conchagua, the excellent harbor of La Union.

Commercial relations between the United States and San Salvador are regulated by treaty of January 2, 1850. This treaty is based upon the principle of the most favored nation, and stipulates for reciprocity of commerce, and equality of flag, without any discrimination as respects the origin of cargoes.

The tariff of San Salvador, compared with that of the United States, will be found in its proper place, Part II.

HONDURAS.

HONDURAS, the largest of the Central American republics, is situated on the northeastern frontier, along the Carribean sea. Its capital is Comayagua. Its foreign commerce consists mainly of the interchange of its two leading staples, logwood and mahogany, for provisions, coarse cottons, and miscellaneous imports. The mineral wealth of this State is very considerable, and comprises gold, silver, lead, and copper. The principal productions are maize, beans, rice, and wheat; but not in sufficient quantities for the consumption of the population.

The exports of Honduras are but few, and consist of gold, silver, copper, acajou, cedar and Brazil woods, sarsaparilla, tortoise-shell, and tobacco; and amount, annually, to about $745,000. During the past few years, the great bulk of its foreign commerce has been conducted with Great Britain; but American cottonades, and salted as well as farinaceous provisions, now supply the heaviest demands of its markets. Its general trade with the United States, like that of all the other States of Central America, is not sufficiently important to occupy a separate place in the United States Treasury Reports on Commerce and Navigation. Its foreign trade, imports and exports, amounts to about $1,750,000 annually; most of which passes through the ports of the United States, or of British Guiana.

Depending almost exclusively on foreign markets for the great staples of subsistence, its commercial legislation is characterized by a spirit of commendable liberality.

The principal ports of Honduras are Truxillo, on the Carribean sea, and Port San Lorenzo, on the bay of Conchagua, on the Pacific.

NICARAGUA.

This State, more generally known than either of the others, in consequence of recent diplomatic and political events, and of its being traversed by the river San Juan, and the Lakes Nicaragua and Leon, which have of late been used as one of the routes from the Atlantic to the Pacific, extends from latitude 11° to 13° 45′ north, from the bay of Conchagua, on the Pacific, southward, and from longitude 83° 40′ to 87° 40′ west. It has Honduras and San Salvador on the north, and Costa Rica on the south; the Pacific ocean on the west, and on the east the Carribean sea. It is divided into five departments. The capital is Leon, though not invariably the seat of government.

The larger portion of Nicaragua consists of plains and gentle slopes, eminently favorable to agriculture, but only very partially cultivated.

The chief exports are indigo, (of which about 1,200 seroons, valued at $175,000, are exported annually,) sugar, coffee, cocoa, and cotton. The total value of exports is about $900,000 annually. The food of the inhabitants consists principally of Indian corn, rice, beans, and plantains, which are all raised in great abundance. The staple products are indigo, cotton, tobacco, sugar, Nicaraguan wood, and hides.

On the 19th day of April, 1850, a treaty was concluded between the United States and Great Britain, in respect to a proposed ship-canal between the Atlantic and the Pacific, by which both governments stipulate and declare that "neither the one nor the other will ever obtain or maintain for itself any exclusive control over the said ship-canal." The 8th article further stipulates that the two governments shall "extend their protection, by treaty stipulations, to any other practicable communications, whether by canal or railway, across the isthmus which connects North and South America, and especially to the inter-oceanic communications, should the same prove to be practicable, whether by canal or railway, which are now proposed to be established by the way of Tehuantepec or Panama."

This treaty contains other stipulations relative to the Mosquito Coast, Central America Generally, &c., but nothing of commercial interest.

General information respecting the Central American States is exceedingly limited; though, both for its productions and its geographical position, the country is one of great interest and importance. It abounds in all the precious and useful minerals, and produces almost spontaneously the varied and luxuriant staples of the tropics. It has been termed the portage or stepping-stone between the commerce of Europe and eastern Asia, and between the Atlantic and the Pacific possessions of the United States; and, on this account, is now the scene of active operations for facilitating its transit. Of the many routes by which the passage is deemed practicable, that by the way of the Rio San Juan and Lakes Nicaragua and Leon is said to be the most so; and here, therefore, the great interoceanic canal may, it is thought, be eventually constructed. The routes vary in length from 133 to 279 miles. By these routes, in comparison with the older ones, the distance from New York to Canton will be reduced from 17,100 to 12,600 miles; to Calcutta, from 15,000 to 14,000; and to Singapore, from 15,800 to 13,000; while, from England to those places, the distance will be materially increased. "In a commercial point of view, therefore," says a late statistical publication, from which these facts are gleaned, "England can care but little about the canal as proposed, since, without it, her advantages are much superior to those of the United States in respect to Asiatic trade."

The commercial legislation of Nicaragua has, for some time, been so variable, and the condition of the country is, at present, so uncertain, as to render it, perhaps, unadvisable, even were reliable data at hand, to attempt to follow it through its various phases. Among the later decrees relative to commerce, is one issued December 22, 1855, by President Rivas, regulating customs duties on foreign liquors, leaf tobacco, &c.; but, as these pages go to press, this decree, together with all previous laws and dispositions regulating the administration of the maritime

custom-houses of the republic, is abrogated by a decree given by President Walker, at Granada, under date July 21, 1856, a translation of which is subjoined:

The Supreme Executive Power has been pleased to dictate the following decree:

The President of the republic of Nicaragua to its inhabitants:

Having taken into consideration the anterior dispositions which regulate the tariffs of the maritime custom-houses, and finding that they do not produce the desired results, not only in the benefits derived from them by commerce, but also in their influence upon the public treasury, in virtue of the authority vested in me, I do decree:

ART. 1. Declared open ports of the republic of Nicaragua, for importation, exportation, and coasting trade, on the Pacific coast, the cities of Realejo and San Juan del Sur; and on the Atlantic coast, San Juan del Norte; the registers of the southern ports shall be kept at the custom-houses there established, and that of San Juan del Norte shall be kept at the custom-house established in this city of Granada, by which an inspector shall be appointed for Castillo Viejo, who shall take account of all packages or merchandise arriving at or passing through that place, taking note of all consignees, marks, and numbers, and forwarding said notes and accounts semi-weekly to the custom-house at Granada. He shall, also, be particularly careful to keep account of all collectors to whom merchandise may be forwarded. Merchandise destined for the district of Rivas shall be examined at Castillo by the inspector, who shall require of the importer payment of the duties or security for the same. The examination in Castillo of goods destined for Chontales is dispensed with for the present.

IMPORTATIONS.

ART. 2. All foreign merchandise imported into the ports of the republic (with the exception of such as may be hereinafter designated) shall pay a duty of 20 per cent. upon the manufacturer's price, or their cost in the markets from whence they proceed, discounting all expenses of cooperage, packing, freights, insurance, commissions, &c., so that the duty shall be paid without any discount.

ART. 3. All spirituous liquors of good quality, without regard to the place from whence imported, shall pay one dollar per gallon, of twenty-four degrees; and all liquors which exceed this strength shall pay, in proportion to the augmentation, the duties which correspond to them.

ART. 4. All ordinary liquors, without regard to the place from whence imported, shall pay three dollars per gallon, of twenty-four degrees; and all which exceed this strength shall pay, in proportion to the augmentation, the duties which correspond to them. Alcohol shall pay four dollars per gallon.

ART. 5. All wines, without regard to the place from whence imported, sweet liquors, beers, &c., are included in the valuation of twenty per cent. established in article 2, upon the same bases and conditions as therein named.

ART. 6. All leaf tobacco, without regard to the place from whence imported, shall pay seventy-five cents per pound.

ART. 7. All chewing tobacco shall pay fifty per cent. upon its original cost.

ART. 8. All manufactured tobacco, without regard to the place from whence imported, shall pay one dollar per pound.

ART. 9. All snuffs, without regard to the place from whence imported, shall pay fifty cents per pound.

ART. 10. All gunpowder, projectiles, and equipments of war, imported for mercantile purposes, are subjected to a duty of twenty per cent., upon the same bases and conditions established in article 2 of this decree; but, at the present time, all combustibles, armaments, projectiles, and equipments of war, may be introduced into the republic, subject to the immediate inspection of the government, in the understanding that merchants may sell to private individuals with the express permission of the local authority. This class of military equipments

shall be understood to consist of gunpowder, lead (in bars or manufactured), muskets, rifles, pistols, revolvers, swords, tools for the manufacture of arms, &c. Gunpowder shall remain in the depots established by the government, but always subject to the inspection and responsibility of the collector, and registered by him in order to avoid all accidents or explosions, and also for the payment of storage, which shall be the same as that imposed upon all other articles deposited in the custom-house.

FREE OF DUTY.

ART. 11. All flours, meats, pork, lard, crackers, potatoes, and all kinds of agricultural hardware; machinery for the improvement of industry in the republic; printed books; bells, and church organs; stoves, pitch, and tar, imported by the owners of vessels for the express purpose of using them on their own ships; baggage and furniture belonging to families or emigrants established in the republic, provided they are destined for their own personal use; seeds; plants; flocks; cattle, and all other animals destined to improve the breeds of the republic.

ART. 12. The amount of duties shall be paid in the custom-houses of the republic, in dollars of one hundred cents; but admitting the coins which at the present time are received at this valuation in the offices of the government, and in commercial transactions.

ART. 13. The payment of duties shall be made in cash when the amount does not exceed three hundred dollars; in ten days when the amount reaches six hundred dollars; in thirty when it amounts to one thousand dollars; and in from thirty to sixty days, payable in instalments, when the amount exceeds one thousand dollars, dating from the day when the register was made.

ART. 14. The collectors of the custom-houses of the republic shall exact satisfactory security from merchants for the payment of duties, and for the additional security of the government.

ART. 15. There shall be depots established in the custom-houses of the republic for depositing the merchandise consumed by the same, or such goods as pass in transit to another State; and the merchants who enter their goods in the custom-houses of the republic may do so in small lots, or quantities, at their own convenience, and upon payment, at the expiration of one month, of the customary dues, at 1 per cent. for the following five months, and 2 per cent. on all goods deposited for twelve months, chargeable upon the original amount of the invoice, without additional expenses. It is understood that for the first month's storage no charge shall be made. Goods in transit to another State shall pay 1 per cent. for six months, and 2 per cent. for twelve months, upon the original amount of the invoice.

ART. 16. To liquidate the securities given by merchants who conduct their goods in transit, said securities shall be contracted in such manner as not to prejudice the revenue of the government, and at the same time at an equitable rate for the merchant, according to the distance of the State for which said goods are intended. The liquidation shall be made upon presentation by the merchant of a return permit, signed by the consignee by whom the goods are directed; certified also by the consul of this republic; and if there be none, by the consul of some friendly nation, or, in default of this, by two merchants of known probity.

ART. 17. The spirituous liquors, of which mention has been made in articles 3 and 4, both fine and ordinary, which were ordered previous to the publication of this tariff, shall pay one dollar and twenty-five cents per gallon, without classification of any kind, being the duty payable when said liquors were ordered; providing always that the merchant takes oath of the truth of what he manifests.

ART. 18. The payment of the duties on invoices ordered before the authorization of this tariff shall be in conformity with what has already been set forth in article 2, in reference to the cargoes which are ordered subsequent to the publication of this decree.

ART. 19. All merchants shall present to the collectors the original invoices sworn to by the forwarders of the goods, certified by the consul of the republic; or, if there be none, by the consul of some friendly nation; or, in default of this, by two merchants. And that the dispo-

sitions of this article may have their proper effect, four months are allowed for all invoices coming from America, and six months for all invoices coming from Europe, fixed from the date of the publication of this decree.

ART. 20. In all cases of doubt which may arise in the custom-houses between the collectors and the merchants, it is ordered, as a general rule, that all differences shall be settled according to justice—conciliating equitably the interests of the government and of commerce; and for their settlement, three merchants, including the importer, shall be associated with the collector. When the difficulty arises from damages received by merchandise, two impartial merchants shall be associated with the collector, and, under oath, shall appraise said damages; so that, upon the real value of said goods, the duties may be collected.

ART. 21. The collectors, and their subordinates or employés, are strictly forbidden to show or communicate to any person the invoice of any importing merchant, except in the cases already provided for in article 20 of this decree.

ART. 22. The merchant who shall defraud the revenues of the government, upon proof of his dishonesty, shall be punished, in proportion to the extent of the fraud, by confiscation, fine, or imprisonment.

ART. 23. The administrators of the custom-houses of the republic, or, in default of them, the commanders of posts or frontiers, where merchandise may pass in transit from one State to another, are obliged, under their own responsibility, to demand the custom-house permit given by the collector of the customs from whence the goods were forwarded, (and which, in all cases, must be presented,) ascertaining whether the permit and goods correspond, and also entering in a book the name of the merchant, the number of packages, marks, numbers, and destination; at the same time giving immediate notice to the collector who furnished the permit, so to avoid all frauds, and have the assurance that the goods are forwarded in accordance to their place of destination; and also noticing that said goods bear the custom-house stamp.

ART. 24. The collectors of every custom-house are authorized to open any number of packages which they may judge proper in every invoice.

ART. 25. The principal sums of all invoices shall be reduced to dollars of one hundred cents, in all cases where this currency has not been expressed.

ART. 26. All previous laws and dispositions regulating the administration of the maritime custom-houses of the republic are abrogated.

ART. 27. The Minister of Hacienda, General Manuel Carrascosa, is charged with the fulfilment of this decree, and its publication and communication to whom it may concern.

COSTA RICA.

THE upper part of the narrow peninsula separating the Atlantic and Pacific oceans is occupied by the republic of Costa Rica, the most southern of the States of Central America. It is divided, politically, into eight districts.

The commercial relations between the United States and Costa Rica are regulated by the treaty of July 10, 1851, and by the local legislation of the country. The treaty guaranties reciprocal freedom of commerce, and places the two countries, with respect to each other, on the footing of the most favored nations.

The local commercial legislation of Costa Rica was completely remodelled and materially modified in the year 1854. The decree by which this was effected bears date August 31, 1854.

The 1st article grants liberty of commerce to the vessels of all nations—specifying certain descriptions of merchandise monopolized by the government, and others prohibited; which are detailed in the tariff of Costa Rica, and preliminary remarks, Part II.

The 2d article provides that, at the minor ports, the export of productions of the country only can be permitted, under proper regulations.

Art. 3. At the inland or frontier ports, custom-houses shall be established, under such regulations as the government may deem fit to adopt.

Art. 4. At such ports, inland and export commerce only shall be allowed, except in respect of such merchandise as shall be monopolized by the government or prohibited.

The second chapter of the law contains a specification of free goods, together with a list of prohibited articles; among the former being the personal effects of, or merchandise exported for the use of, diplomatic agents or their suite, but *not* those of consuls; and in the latter are included rum, fire-arms, and munitions of war, which can be imported *only* under special authority. The monopolized articles are tobacco, (in leaf or manufactured,) powder, and saltpetre; which can be admitted only on government account.

This law extends to sixteen chapters; and such parts as apply to navigation and commerce would be translated and inserted at length, were it not understood to have been materially modified by a recent decree, of which a summary is given, with the tariff of Costa Rica, Part II.

The two principal ports of Costa Rica are Punta Arenas, on the Gulf of Nicoya, and Mattina, on the Carribean sea. The chief staple is coffee, of which, though its cultivation was not introduced until about the year 1830, from 3,000 to 4,000 tons are annually exported. Tobacco is a government monopoly. The other exports are gold, sugar, Brazil wood, mother-of-pearl, and hides, amounting in all to an annual value of about $1,350,000. The imports into Costa Rica consist chiefly of manufactured goods, chiefly American and British, amounting annually to about $1,250,000.

The values of imports and exports between the United States and Costa Rica cannot be distinguished from those given in the Annual Report on Commerce and Navigation for Central America Generally, a statement of which will be found at the end of the Digest. The following statement, exhibiting the general foreign navigation and trade of the principal port of the republic, (Punta Arenas,) furnishes a fair average annual statement. It may be observed, that the values are given from ships' registers, or invoices, and are, consequently, considerably below the market values:

Statement exhibiting the general foreign navigation and trade of the port of Punta Arenas, during the year ending December 31, 1855.

Nationality.	ARRIVED.			DEPARTED.		
	No. of vessels.	No. of tons.	Invoice value of cargoes.	No. of vessels.	No. of tons.	Invoice value of cargoes.
United States	12	2,204	$101,808	12	2,204	$86,650
British	5	1,445	265,650	5	1,445	330,950
French	2	648	17,500	2	648	37,953
Spanish	2	560	8,000	2	560	----------
Hamburg	3	626	25,170	3	626	82,211
Hanoverian	1	160	67,659	1	160	----------
Sardinian	10	1,391	40,906	10	1,391	(a)66,510
Chilian	7	889	38,406	7	889	109,378
Peruvian	7	1,124	15,756	7	1,124	8,832
New Granadian	15	679	49,026	15	679	(a)18,709
Central American	4	52	4,719	4	52	(a) 1,910
Costa Rican	15	1,249	64,711	15	1,249	(a)22,633
Total	83	11,027	699,311	83	11,027	765,736

(a) Coasting.

MOSQUITO COAST—(MOSQUITIA).

The limits of this pseudo Central American State, Mosquitia or the Mosquito Coast, are so indefinite, and its extent inland so imperfectly ascertained, that scarcely more of a reliable character can be said respecting it physically, than politically or commercially. It is supposed to extend from Cape Honduras to the mouth of the river San Juan, having west the States of Honduras and Nicaragua, and north and east the Carribean sea, and to embrace about 26,000 square miles. The Mosquito Indians, its native and almost only inhabitants, are represented as an active and daring race, never brought under submission by the Spaniards. The San Juan river is claimed as its south boundary. Its capital is Blewfields, and it contains several other small villages, inhabited chiefly by native Indians and some few British colonists. The country is fertile, and, under proper cultivation, would produce cocoa, cotton, sugar, indigo, vanilla, and logwood; but, until some change takes place either in the mode of cultivation, or the form of government, its resources have but small chance for development.

Comparative statement of the commerce of the United States with Central America, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845-----	$41,548	$26,101	$67,649	$65,269	1,690	1,049	528	187
1846-----	75,136	45,117	120,253	116,733	2,423	957	107	214
1847-----	73,322	23,246	96,568	80,581	1,822	1,345	---	---
1848-----	34,940	15,438	50,378	18,272	3,831	308	156	700
1849-----	112,480	23,739	136,219	56,017	1,226	5,303	393	78
1850-----	57,225	12,967	70,192	261,459	3,549	290	653	1,722
1851-----	223,302	39,089	262,391	149,856	8,550	27,565	209	4,406
1852-----	386,136	87,382	473,518	368,355	51,139	54,586	1,357	5,888
1853-----	225,856	120,474	346,330	590,937	68,302	80,737	2,543	3,172
1854-----	250,539	58,345	308,884	2,360,422	84,197	85,314	1,467	3,499
1855-----	1,210,584	51,586	1,262,170	286,409	90,958	90,943	289	1,111

SOUTH AMERICAN STATES.

SOUTH AMERICAN STATES.

THE southern portion of the American continent extends from Point Gallenas, in latitude 12° 30,′ to Cape Horn, in latitude 56° 30′. The extent of coast that it offers to the Carribean sea and the Atlantic is estimated at 11,000 miles; and the coast washed by the Pacific, it is stated by the latest geographical authority, has an approximate continuity of 5,800 miles. At the southern extremity there is a group of mountainous islands separated from the main land by the straits of Magellan, and forming the archipelago of Tierra del Fuego, or "land of fire," so called from the number of fires which its discoverer, Magellan, saw along its coast at night, supposed to have been volcanic. This archipelago, with its barren islands and rocks, must, however, be considered as the termination of the continent. Immediately north lies the vast and almost uninhabited country of Patagonia; while on the east, at a distance of from three to four hundred miles in the south Atlantic, lie the Falkland group of islands, which have already been considered in the Digest of the British Colonial Possessions.

The vast region known geographically as Patagonia, extends from the river Negro, latitude 39°, to the straits of Magellan, in latitude 53° south, a distance of about 970 miles in length, with a breadth varying from 200 to 420 miles. It comprises two distinct physical regions, differing in surface and climate—the one lying on the west side of the Andes, the other on the east, and called, respectively, Eastern and Western Patagonia. The former is claimed by the Argentine Republic to the straits of Magellan, and the latter by Chili, down to Cape Horn. Both sections are as yet, however, inhabited by aboriginal races, with the exception of a Chilian settlement at Port Famine, on the straits of Magellan. This division of Patagonia is comprised in the Chilian province of Chiloe, which is composed of the archipelago of that name; that of Chonos, of the most southern islands, and that part of the continent which extends from Rio Negro, and as far south as Cape Horn. On the eastern division there are several ports, among which are, Gallegos, in 51° 38′; Santa Cruz, in 50° 7′; San Julian, in 49° 12′; Desire, in 47° 5′; Nuevo Golfo, in 43°, and San Antonio in 41° south. The few tribes of aboriginal Indians that inhabit this inhospitable region subsist upon the products of their fishery. The principal object of Chili in colonizing Port Famine, on the straits, was to keep in check these nomadic tribes, though the colony has also been used for penal purposes. Cape Horn is uninhabited.

The South American continent has, on its Pacific coast, no large rivers. On the Atlantic, however, are the Amazon, the Orinoco, and the Plata, and a number of others, which, thougn not so large as those named, are equal in size, if not superior, to even the largest rivers in Europe. The Amazon is the largest river on the globe. Its principal tributaries vary in length from 1,000 to 1,800 miles, while the central stream is 4,000 miles long, and is navigable 2,200 miles from the sea.

Peru, Bolivia, and Chili are the great mineral sites of South America, and produce, chiefly, silver, but also some gold and other metals, especially copper, which is very abundant in Chili.

The most distinguishing feature in the vegetation of South America is the prodigious forests, which cover about two-thirds of the whole surface. Fruits of almost every variety abound, and indigo, coffee, sugar-cane, maize, and the cocoa-tree are among the chief products. The cultivation of the tea-tree has been attempted in Brazil, though it is believed without success; but *yerba matte*, from which is prepared the customary beverage of one-half of the peninsula, grows in the greatest abundance in Paraguay.

Spain and Portugal were, severally, the original colonists of South America—the former founding the States of Venezuela, New Granada, Bolivia, Peru, Chili, the Argentine Republic, Uruguay, and Paraguay; and the latter, the vast empire of Brazil.

The South American States all achieved their independence between the years 1810 and 1825. These States, together with the colonies and other regions comprised in South America, with their respective areas, population, capitals, &c., are exhibited in the following table, derived from the latest geographical authority; though, as regards the strict accuracy of the figures given, the same remark applies that is made with reference to similar tables respecting Mexico and the Central American States:

States, &c	Area sq. miles.	Population.	Population to sq. mile.	Capitals.	Population.
New Granada	521,948	2,343,054	4.29	Bogota	45,000
Venezuela	426,712	1,149,336	2.69	Caraccas	53,800
Equador	287,638	665,000	2.32	Quito	65,000
Guiana—British	96,000	127,695	1.33	Georgetown	25,500
Dutch	59,765	61,080	1.02	Paramaraibo	18,000
French	27,560	22,010	0.83	Cayenne	5,000
Brazil	2,973,400	6,065,000	2.04	Rio Janeiro	266,000
Peru	498,726	2,115,493	4.24	Lima	100,000
Bolivia	473,298	1,447,000	3.06	Chuquisaca	26,000
Chili	249,952	1,133,862	4.53	Santiago	78,000
Argentine Republic	786,000	764,000	0.97	Buenos Ayres	100,000
Paraguay	72,106	300,000	4.16	Asuncion	12,000
Uruguay	73,538	120,000	1.63	Montevideo	16,000
Patagonia, east of Andes	210,000	300			
Falkland Islands	6,297	560	0.09	Port Stanley	300
Total	6,762,940	16,314,390	2.41		

In the population given in the third column, no account is taken of the uncivilized Indian races, which, probably, number between 1,000,000 and 1,200,000 souls. These are found chiefly in the great plains of the Orinoco, Amazon, and Parana.

The relative rank of the South American States, as regards their commercial intercourse with the United States, may be inferred from the subjoined comparative statement, exhibiting the values of exports to each country from the United States, and of imports from each country into the United States, during a period of four years, from 1852 to 1855, inclusive; made up from U. S. Treasury reports for said years:

S. American States.	1852.		1853.		1854.		1855.	
	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.
	Dollars.	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*	*Dollars.*
Brazil	3,021,042	12,230,289	3,994,444	14,817,961	4,239,241	14,110,387	4,261,273	15,218,935
Chili	2,339,133	2,062,160	2,326,437	2,214,252	2,193,259	3,332,167	3,426,257	3,518,896
Venezuela	793,413	2,121,864	844,527	2,613,780	1,200,883	3,072,649	1,223,449	3,616,869
Argentine Rep.	799,117	2,091,097	881,466	2,186,631	761,725	2,144,971	969,427	2,545,087
Peru	355,842	694,892	697,577	173.441	685,155	1,005,406	870,546	597,618
Uruguay	193,073	49,707	308,446	302,980	512,957	457,179	422,172	242,709
Equador		70,585		12,600		57,534	66,092	12,553
Bolivia	210,705		41,572					
Paraguay								

NEW GRANADA.

NEW GRANADA.

If we except the Argentine Republic, this is the most extensive of all the republics of South America, while its population of upwards of two millions more than thrice exceeds that of the former State. The northern shores of New Granada are washed by the Carribean sea, and the western by the Pacific ocean. It has Costa Rica as its northwestern boundary; on the east, Venezuela and Brazil; and on the south, the republic of Equador.

The republic is politically divided into seven provinces—namely:

1. *Isthmo*—in the Isthmus of Panama.
2. *Cauca*—in the south, between the Central Cordillera and the Pacific.
3. *Antioquia*—in the west, between the Magdalena, the Pacific, and the Gulf of Darien.
4. *Cundinamarca*—in the central part of the republic, extending east to Venezuela.
5. *Boyaca*—in the northeast, to Venezuela.
6. *Guanenta*—in the north, to Venezuela.
7. *Magdalena*—on the Atlantic.

Commercial relations between the United States and New Granada are regulated by treaty of December 12, 1846, proclaimed June 12, 1848. The following summary presents the principal commercial features of this treaty:

There shall be a perfect, firm, and inviolable peace and friendship between the two republics: No favors to be granted by either party to other nations, which shall not become common to the other: Mutual benefits in trade and residence to be equally enjoyed: The coasting trade reserved by each country to its own flag: Equalization of duties granted by each country on vessels and their cargoes: The privileges respecting drawbacks equalized to the flag of each in the ports of either: Importations and exportations of articles, the produce or manufacture of either country, into or from the other, equalized as to duties with similar importations and exportations of any other foreign country: All prohibitions as to articles of import or export to be equal in each country as respects the flag of the other: the three preceding stipulations to apply, whether the vessels proceed from their own ports or from foreign ports, respectively: The citizens of either country to be free to manage their own business, as well with respect to shipping and its incidents, as to purchases, sales, &c., in the country of the other; and this privilege to be enjoyed personally or by agents—they being in all these cases treated as citizens or subjects of the most favored nation: In case of embargoes, detention of vessels, &c., for public or private uses, full indemnity to be allowed: The vessels of either party seeking refuge in the ports of the other to be protected: Vessels captured by pirates to be delivered up to the owners: Assistance to be given in cases of shipwreck, &c., in the ports of each to the vessels of the other, in the same manner as to the national flag: Citizens of either country authorized to dispose of their personal goods and real estate within the jurisdiction of the other, by sale, donation, testament, or otherwise; and their representatives, being citizens of the other country, to succeed to

their said personal goods or real estate, whether by testament or *ab intestato*, and to take possession thereof, either by themselves or others acting for them, and to dispose of the same at their will, paying only such dues as the inhabitants of the country are subject to in like cases: Protection to persons and property formally guarantied, whether such persons are transient or dwellers in the territories under the jurisdiction of either party, respectively; and access to the legal tribunals of each country, free and unrestricted, granted to the citizens of the other, on the same terms as to the native or other citizens of such country: Liberty of conscience and the free and unrestricted rites of burial guarantied: Both parties at liberty to trade with those at enmity with the other: Free ships to make free goods, contraband of war excepted: Enemy's property, to be protected by a neutral flag, must be shipped within two months after declaration of war: Articles contraband of war specified: Blockade defined to be the besieging or blockading of those places only which are actually attacked by a belligerent force capable of preventing the entry of the neutral: All contraband articles liable to confiscation: In case of blockade, vessels to be turned away, but not detained: Vessels entering before blockade may quit unmolested: During a visit at sea, armed vessels to remain out of cannon-shot: In case of war, sea-letters, certificates of cargo, &c., to be furnished, showing to whom the property belongs: In case of war between the two nations, merchants allowed time (six months to those residing in ports, and twelve months to those residing in the interior) to arrange their business, transport their effects, &c.: Citizens of other occupations, who may be established in the territories of the United States or of New Granada, to be respected and maintained in the full enjoyment of their personal liberty and property, this protection being dependent on their conduct: No confiscation of debts, &c., in the event of war: Citizens of the United States, their vessels and merchandise, placed on the same footing as those of New Granada in the ports of Panama: Right of transit across the Isthmus of Panama guarantied to citizens of the United States, and no other or higher tolls to be exacted from them than from citizens of New Granada: The United States guaranties to New Granada the perfect neutrality of the Isthmus: Citizens to be held personally responsible for infringing any articles of the treaty; but reprisals not to be authorized nor war declared until justice has been demanded and refused.

An additional article provides that the two republics will hold and admit as national ships, of one or the other, all those that shall be provided by their respective governments with a patent issued according to its laws. The treaty to continue in force twenty years from the date of its ratification, and after that period the usual twelve months' notice required.

The navigation and tariff regulations of New Granada are marked by a spirit of liberality, though the foreign commerce of the republic has not, as yet, attained any considerable importance. The commerce of the United States, however, with that republic, is thought to labor under some disadvantages, as appears from the following extract from a late consular return:

"Our commerce, by treaty, is put on the footing of the most favored nations. But this is nominal only; for, in the list of dutiable articles, those supplied by the United States are taxed at a higher rate than such as come from England, France, and Germany. I cannot now give you many instances; but my recollection is, that flour, bacon, and provisions generally, as well as common hats, boots, and shoes, may be enumerated. The articles mainly produced by the United States being taxed at a higher rate than articles produced by England, &c., &c., creating a practical discrimination against us, necessarily operates as a double injury in the exchange for the products of this country. * * * These matters should be corrected, and there should be a stipulation inserted in the treaty [should a new treaty be entered into] prohibiting the provinces from adding any tax, direct or indirect—except, perhaps, to enforce *bona-fide* inspection."

The principal commercial ports of New Granada are: Santa Martha, Cartagena, Savanilla, and Rio Hacha; the aggregate trade of which ports, for the year 1848, is given in the following statement:

Ports.	Imports.	Exports.	Total.
Santa Martha	$2,253,970	$859,370	$3,113,340
Cartagena	319,200	1,028,470	1,347,670
Savanilla		213,560	213,560
Rio Hacha	100,500	128,820	229,320
Total	2,673,670	2,230,220	4,903,890

The subjoined analysis of this statement will show the distribution of the commerce of New Granada, for the year specified:

England and her colonies	80.83	per cent.	Cuba	0.50	per cent.
France	7.42	"	Holland	0.49	"
United States	4.28	"	Hanse-towns	0.40	"
Curaçoa	2.54	"	Mexico	0.27	"
St. Thomas	2.31	"	Spain	0.23	"
Sardinia	0.63	"	Nicaragua	0.10	"

The imports, during the same year, consisted of printed, dyed, and white cottons, calicoes, and other similar tissues; silks, linens, woolens, hardware, furniture, manufactures of metals, medicinal drugs, wines, spirits, flour, and provisions generally. The chief article of export was gold, of which the amount for this year was about $1,000,000.

A comparison of exports for a number of years exhibits the fact, that the quantity of gold exported has either remained stationary or slightly diminished. The cause is not found in any deficiency in the auriferous resources of the country, as the mines of Antioquia, and those in the country along the Pacific, on the Rio Zulia and Rio Hacha, contain large quantities of the precious metals; but the difficulties attending the transportation of heavy machinery, indispensable in working the mines of Antioquia, seem to be insuperable, beyond a certain weight. Until good roads shall have been established, and the mines thereby rendered more accessible, but little improvement in the mining industry of this region (the richest in New Granada) can be expected.

Large quantities of gold, in ingots and dust, enter into the clandestine trade of the republic, of which no account can be taken in the official returns.

Next to gold, tobacco is the most important article in the export trade of New Granada, and its most productive staple. The soil, in many parts of the republic, is peculiarly adapted to the growth of tobacco, and its production might be made a source of the principal agricultural wealth of the State, under a different system of properly regulated industry. The quantity exported in 1848 exceeded that of the preceding year by 35 per cent.; and the returns for several preceding years exhibit a regular, though not so large, augmentation.

Cabinet-maker's wood and dye-stuffs rank next in the exports of the country. In 1848, they amounted in value to $161,500. The large bulk of these products is sent to the United States, in part exchange for provisions, cotton-goods, furniture, medicinal drugs, and sundries. Excellent coffee and cocoa are raised, chiefly in the valley of Cucuta; whence transported to Maracaibo, in Venezuela, they enter into the returns of Venezuelan exports.

In addition to these products of New Granada, a new species of bark has recently been discovered, which promises to become a valuable article of commerce. A letter from a mercantile house in London to a correspondent in New Granada, written in 1845, says: "We imported last year 17,000 seroons (hampers or baskets) of New Granada and 500 seroons of Bolivian, bark. The New Granada all sold; but the Bolivian, being held for a monopoly price, is still in the market—proving that this kind has very little demand."

Delondre, in his new work on quinine barks, gives an analysis of a New Granada bark con-

taining quite as much quinine as Bolivian calisaya. If the calisaya of Santa Fé, or fusagasuga and pitaya barks of New Granada, had been introduced into the market before the Bolivian, there would be no question about the quality of the alkaloids they yield."(a)

There seems a probability that this New Granadian bark will soon enter largely into the export trade of that country. The chemical test to which it has been subjected in England, has already stamped it as a valuable acquisition to the materia medica; and the periodical scarcity of quinine, which sometimes raises that article to a most exorbitant price, will render it still more popular. In reference to this bark, and other valuable products of New Granada, a report submitted, in July, 1856, to the French government, relative to the commercial movements of France in New Granada, says: "Formerly, that republic had no other equivalent to offer, in exchange for foreign merchandise, than the gold of its mines." The abolition, in 1853, of the monopoly of tobacco, however, has given a new stimulus to agricultural industry, and attracted numbers to the cultivation of that article. This agricultural movement is not the only benefit accruing to New Granada from the suppression of this monopoly. In bringing the capitalists of the country in contact with foreign merchants, it has taught them to appreciate better than formerly the immense wealth to be found in the soil of the republic. Thus, quinquina, which has remained almost unknown since the departure of the Spaniards, has been a second time discovered in 1853, and has already entered into their exports, and will soon become a considerable article among the staples of New Granada. The cultivation of cocoa, formerly limited to the consumption of the country, has also been largely extended, and is now become an article of export.

The navigation laws of New Granada, by a decree of the Senate and Chamber of Representatives of that republic, bearing date May 27, 1853, a translation of which is subjoined, undergo some modifications in favor of foreign commerce, as follows:

Article 1. The following ports and territories of the province of Choco shall be free for all nations in the world, from January 1, 1854, for twenty years:

1. The ports of the Atlantic and the territory watered by the river Atrato, from its mouth to its confluence with the river Guito, comprehended between the western chain of the Andes and that branch of it toward the eastward which separates said province from that of Antrio-Chin.

2. The ports of the Pacific and the territory watered by the river San Juan, from its embouchure, as far as the city of Navita, contained between the above-mentioned chain of the Andes and that branch of it which separates it toward the southward from the province of Buenaventura.

Art. 2. Consequently, no custom-houses can be established in said ports and territories within the time specified; nor can any duties be levied, save those of toll, passage, and excise, corresponding to the municipal revenues, and in conformity with the existing laws.

Art. 3. In order to recover the duties on importation of foreign merchandise which may be introduced for the consumption of the interior of the rest of the province, and other provinces of the republic, there shall be established two custom-houses, one in the city of Quibdo, and the other in the city of Navita, with necessary officers, &c., &c.

Art. 4. The executive poweris authorized, when it deems it indispensable for weighty motives of public convenience, to assign other ports for custom-houses than those expressed in this law; in which case, the maritime ports expressed in article 1, and the territory comprised between the coasts and the spot on which such custom-houses shall be fixed, alone can enjoy freedom.

Another decree of similar importance to the interests of foreign commerce was published in the official paper of the New Granadian government of the 20th July, 1856, in virtue of legislative authority, declaring Cartagena a free port for the commerce of all nations, from the 1st of September ensuing. By this decree, however, vessels will continue to pay tonnage duty conformable to the law of the 25th of June last in relation to that subject. The exemption from import duties is circumscribed to the walled portion of the city, and hence does not apply to goods carried to the outside villages of Cabrero, Bocagrande, Espinal, and Manga i Pie de la Popa. Counterfeit money, and Spanish, Colombian, and Granadian money, under the

(a) Pharmaceutical Journal.

standard of 0.900, as well as copper not sold for the use of the republic, are prohibited; also, rum, and its compounds, so long as the legislature shall not decree the free manufacture and sale of that article. Vessels must exhibit the usual papers on entering the port; and when a vessel is only going to leave a part of her cargo, the captain must, within twenty-four hours, present a manifest of what he intends to land, and what to leave on board. If the vessel come in search of a market, and not for the determined purpose of landing her goods, the captain will be allowed forty-eight hours to present a manifest of what he intends to land and what to retain on board. If the vessel come in ballast, a manifest will not be required, but the visiting officer will satisfy himself that such is the state of the vessel. A vessel from another port of the republic, or from a port of a nation in which, by virtue of stipulations entered into with this republic, by treaty or convention, merchandise put on board in the ports of such nation must be accompanied by bills of lading, will be required to produce bills of lading for articles which may have been shipped in said ports, and a general manifest for the remainder of the cargo not embraced in such bill. The captain or supercargo not fulfilling these regulations must leave port immediately, first paying tonnage duty, unless exempted from such payment by the law of the 25th of June, before cited. Vessels carrying a mail, and steam or sailing packets, shall be visited at any hour of the day or night, and in like manner their goods and the baggage of their passengers may be landed. A custom-house officer will board vessels at Bocachica. When the vessel contains goods subject to import duties, the hatchways, &c., shall be closed and sealed by the commanding revenue officer, packets being excepted from this regulation; after which formality, the custom-house officers will retire, leaving a suitable guard, which shall be relieved daily. The seals on the hatches, &c., are not to be broken, except by the commanding officer who placed them there, or by his deputy. The decree embraces a number of additional provisions in relation to the discharge of cargo, custom-house inspection, re-exportation, &c., &c., and is accompanied by an explanatory note from the Secretary of the Treasury of New Granada.

The coasting trade of New Granada is open to all foreign vessels, but only foreign steamers are permitted to navigate the rivers of the republic. This is an important privilege to foreign vessels, and one which is destined to stimulate American enterprise in this neighboring republic.

When the repairs of the canal connecting the harbor of Cartagena with the Magdalena, now in progress, under the superintendence of an American engineer, shall have been completed, the internal trade of New Granada will be the means of developing more fully its great resources, and bringing to market the tobacco, India-rubber, quinia, hides, corn, cocoa, coffee, sugar, &c.—the production of which can be increased to an incredible extent. When this canal shall have been completed, Cartagena will become the great emporium of New Granada—at least of twenty of the principal agricultural provinces, containing a population of 1,628,471 inhabitants.

The present tariff regulations of New Granada, to be found in Part II, have been in force since May 1, 1855; but, by a late act of Congress, the manumission duty of 20 per cent. is to be suppressed, and, in lieu, the additional duty of 25 per cent. on the total amount of the import duty is to be increased to 50 per cent.

The port regulations of New Granada are such as are deemed necessary, as well in view of the general convenience and safety of vessels, as to answer proper police and harbor discipline. Places are pointed out into which all rubbish, &c., is to be thrown. Ballast is to be taken in and thrown out under written authority of proper officers. Cannon are not to be fired without permission of the captain of the port. At Cartagena, it is forbidden to sound the upper or interior channels of the port, or to have any communication with the shore between 8 o'clock at night and 5 o'clock in the morning. It is also forbidden to disembark any individual before the visits of the officers of customs and the captain of the port. For the violation of any of these regulations, fines are imposed, varying from 10 to 40 dollars, according to the nature of the case.

There are no quarantine regulations at any of the ports of New Granada, and consequently no bills of health are required. No light or hospital money is levied. No local impost is

charged. At the port of Savanilla there is a water-tax upon all vessels arriving there of $4 each, imposed by the provincial legislature. Pilots are employed and paid by government. Their duty is to visit all vessels requiring their assistance; and all vessels coming from a foreign port are required to pay the full fees, whether they take on board a pilot or not. The fee is $11, in and out. There is also a fee of $6 40 to be paid to the captain of the port on visiting the vessel, and $1 60 for the interpreter. With the exception of the interpreter's fee, this amount is also levied on New Granadian vessels.

By a decree of the Congress of New Granada, bearing date June 19, 1856, which, like that of July 20, already given, comes to hand as these sheets go to press, new regulations respecting tonnage dues are established, of which a translation is given as follows:

"Tonnage dues, port dues, pilotage, and visit fees, shall be the same in all the ports of the republic, including the free ports of the Isthmus of Panama, Cartagena, Choco, Buenaventura, and Tumaco, and the following sums shall be collected:

"1. Every vessel under 100 tons shall pay 40 cents per Granadian ton for her capacity.

"2. Every vessel exceeding 100 tons shall pay 40 cents per ton for the first 100 tons, and 20 cents per ton for each ton over the same.

"3. Tonnage dues shall only be paid at the first port at which a vessel touches, proceeding from foreign countries; vessels proceeding from one port to another in the republic shall not pay tonnage dues.

"4. War vessels of the country, or of friendly nations, and transports assimilated to them, which may touch at the ports of the republic, shall not pay tonnage dues.

"5. The Executive may exempt from tonnage dues, and permit to coast, sail or steam vessels that agree to convey the mails between ports of the republic, and carry such correspondence gratis as may be intrusted to them. Those that do not agree to this, shall pay tonnage dues, cash, in hard dollars of the country.

"6. Vessels arriving in ballast, or which load in New Granada, shall not pay tonnage dues; neither shall those chartered to bring immigrants to the republic, when the number of the same exceeds fifty.

"Tonnage dues shall be charged at the Isthmus ports from 1st September next; the product shall be divided equally between the State and general government."

Since January 1, 1850, Panama, and all the other ports on the Isthmus, have been free—Aspinwall, of course, included. The only duties levied at these free ports are navigation dues, as above given; from which, however, the vessels in the service of the Panama railroad at Aspinwall are exempt by charter.

In February, 1855, Panama was erected into an independent State, with the power vested in the legislature to establish custom-houses, or, in other words, to abolish the existing freedom of its ports. It is not very likely, however, that the new State will be disposed to take any legislative action by which the existing franchise of Aspinwall would be abolished, or even abridged.

This new State has now become the principal centre of commercial interest in this republic. In 1852 there entered and cleared at its Pacific port (the port of Panama) 609 vessels, measuring an aggregate of 277,735 tons, of which 312 entered, floating cargoes, including specie, to the value of $60,473,000; and there cleared 297 vessels, with cargoes valued at nearly $500,000. In this movement, the number of vessels under the American flag was 159, measuring an aggregate of 163,113 tons; under the British flag, 138 vessels, measuring in all 83,070 tons; and, under the French flag, 20 vessels, with an aggregate of 5,836 tons. The freights under the United States flag were valued at $51,935,000; those under the British, at $8,000,000; and the remainder of the total given above was distributed between the South American, French, and other European flags.

The American and British freights included the gold dust brought down from California by the steamers for the former, and the silver brought up the coast for the latter, in neither case including the large amounts in the hands of passengers.

The total amount of gold and silver which passed through Panama in transit in 1853 was

$52,037,785. The countries whence this sum was exported, and the amounts from each, are given as follows:

California	$42,627,352
Mexico	2,765,000
Peru and Chili	6,584,876
Australia	60,557
Total	52,037,785

The total number of passengers who crossed the isthmus the same year was 23,690, of whom 13,937 came from California, and 9,753 were proceeding to that country. In 1855 the total number of passengers that crossed the isthmus was 28,704. Of this number there came from California 10,015, and there proceeded to that State 16,289, all in American steamers; by the British steamers there came from Europe 1,300 passengers, and there proceeded to Europe 1,100. The transit of gold and silver the same year amounted to $40,407,907. This amount was brought from the following points:

San Francisco	$31,671,815
Chili and Peru	6,854,573
Mexico	1,367,961
Panama	513,558
Total	40,407,907

The total exports of New Granada, during the year ending December 31, 1853, amounted to $30,849,595 65. Of this aggregate amount, Cartagena exported $17,913,146; Cucuta, $4,153,898; Guanapalo, $14,312; Rio Hacha, $628,069 40; Savanilla, $8,105,728 25; Tumaco, $34,442.

Comparative statement of the commerce of the United States with New Granada, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.(a)

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$48,717	$30,260	$78,977	$171,921	3,569	1,562	----------	----------
1846	51,849	24,095	75,944	67,043	1,699	1,069	180	293
1847	53,655	19,405	73,060	156,654	822	565	1,708	734
1848	79,165	45,438	124,603	213,296	2,577	733	777	1,567
1849	244,460	53,324	297,784	158,960	16,413	25,094	755	1,354
1850	970,619	285,600	1,256,219	591,992	104,176	121,753	5,295	6,237
1851	2,507,701	533,121	3,040,822	695,606	166,375	205,390	9,960	12,585
1852	1,298,236	217,558	1,515,794	750,527	191,401	183,375	4,633	5,158
1853	753,391	103,079	856,470	453,528	199,599	205,602	5,095	3,840
1854	855,254	82,052	937,306	1,478,520	160,967	170,460	1,950	1,164
1855	892,245	169,800	1,062,045	1,799,672	131,891	121,563	105	1,658

(a) This does not include the transit trade across the Isthmus, the details of which for the years 1852, 1853, and 1855 have already been given.

VENEZUELA.

VENEZUELA.

THE chief wealth of Venezuela consists in its rich and extensive pastures, its mines of the precious metals, and of lead, iron, copper, &c., and its valuable forest timber. The agricultural and other products of the country which enter into its foreign commerce as articles of export, are coffee, cocoa, cured hides, indigo, fustic, tobacco, cotton, cattle, mules and horses, and specie. These form the basis of the foreign commerce of Venezuela, and are exchanged for tissues of cotton, thread, silk, and wool; flour, provisions, hardware, soap, furniture, glassware, brandies, wines, &c.

Conformably to the law of May 5, 1849, the ports open to foreign commerce are divided into three classes, namely: ports open for importation and exportation; ports open for importation for local consumption only, and for exportation; ports open for exportation only. This organization was simplified by a decree of April 15th, 1854, of which the following is a translation:

"ART. 1. Are declared ports open to commerce, both for importation and exportation, without any restriction: Ciudad Bolivar, in the province of Guiana; La Guayra, in that of Caraccas; Puerto Cabello, in that of Carabobo; La Vela, in that of Coro; Maracaibo and Barcelona, in the two provinces bearing those names.

"ART. 2. Are declared ports open to commerce for importation for local consumption only, and for exportation: Cumana, Carupano, Cariaquito, and Barrancas, in the province of Cumana; Pampatar and Juan Griego, in the province of Marguerita; Soledad, in the province of Barcelona; and Cumarebo, in that of Coro. * * * * *

"ART. 3. The custom-houses of the ports open for importation for local consumption only, cannot clear, under a certificate, foreign produce for other ports, open or not to commerce, except the custom-houses of Cumana, Carupano, and Cariaquito, which are allowed to deliver cockets (certificates of cargo), the two former for the ports of Cariaco and Rio Caribe, the others for the ports of Irapa and Yaguarapara."

Art. 4 relates to the landing of cattle on the banks of the Orinoco; and by article 5 the law of May 5, 1849, is repealed.

In the year 1803, the exports of Venezuela were estimated at a value of nearly $7,000,000;(a) of this amount, La Guayra exported $2,500,000; Cumana and Barcelona, $1,500,000; Maracaibo and Angostura, $1,000,000; Carupano and the smaller ports, the remainder.

As in most of the Spanish-American republics, a liberal spirit of commercial legislation is almost unknown in Venezuela; and the natural consequence has been, that, with the exception of the first twelve or fourteen years of its political existence (from 1830 to 1842), its general foreign commerce has made but little progress. Among the exports, coffee, tobacco, indigo, cotton, and specie have considerably decreased. Of coffee, the exports in 1841 amounted, in value, to $2,511,000; in 1842, they had fallen to $1,881,000; and, in 1843, they had reached as low as $1,654,100. The quantity exported this latter year was 13,244,000 kilogrammes, each kilogramme being equal to 2.04 lbs. This quantity was distributed as follows; the United States receiving, as it usually did, and still does, about one-half of the entire crop:

To the United States.....	6,694,000 kilos.
Hanse-towns.....	2,984,000 "

(a) Venezuelan currency—in which all values, derived from Venezuelan official sources, are generally stated in this Digest. The dollar of the United States is equivalent in value to $1 34⅜ in the present currency of Venezuela. The dollar of Mexico, Peru, Chili, Central America, and of Cuba, is that of the United States.

England	1,796,000 kilos.
France	899,000 "
Denmark	715,000 "

The navigation of Venezuela employed in 1841, including the coasting trade, 815 vessels, measuring, in the aggregate, 73,974 tons entered, and 1,907 vessels, measuring 96,227 tons, cleared. Of these, 354, measuring 15,186 tons, were under the Venezuelan flag; the remainder represented the different foreign nations engaged in the Venezuelan trade.

The following table exhibits a condensed view of the general navigation and commerce of Venezuela from 1835 to 1841—the commercial year ending June 30:

Years.	UNDER VENEZUELAN FLAG.			UNDER FOREIGN FLAGS.			
	Vessels.	Tonnage.	Value.	Vessels.	Tonnage.	Value.	Total.
			Francs.			*Francs.*	*Francs.*
1835–'6	546	20,080	8,285,250	421	45,250	27,841,673	36,126,923
1836–'7	890	36,432	12,140,782	638	68,589	28,748,707	40,889,489
1837–'8	1,423	40,168	10,753,689	605	70,004	20,466,838	31,220,527
1838–'9	1,270	40,724	11,418,804	731	93,185	29,779,346	41,198,150
1839–'40	1,477	42,565	15,523,629	890	109,455	33,097,312	48,620,941
1840–'1	1,670	73,974	13,131,496	1,052	96,227	41,107,536	54,239,032
Total	7,276	253,943	71,253,650	4,337	482,710	181,041,412	252,295,062

The following summary, exhibiting the share assigned to each nation in the import and export trade of Venezuela during the year 1841—the only year for which data so complete are at hand—is given to illustrate more fully the progress which the United States has made since that period in augmenting its trade and extending its relations with the republic, while most of the other nations included in the preceding table have either remained stationary or have directed their enterprise and capital to other markets. This applies more particularly to the import trade of Venezuela, in which the American merchants have, since 1841, made wonderful progress, when we consider that the highest scale of duties applies to the class of merchandise which they usually import. The summary is as follows:

Total value of imports into Venezuela in 1841, from all nations, 29,599,690 francs; or, $5,623,941 United States currency.

	Francs.	Francs.
Under the British flag:		
Liverpool	7,814,718	
Trinidad	995,940	
Other West Indies	180,116	
		8,990,774
Under the Danish flag:		
St. Thomas	5,030,471	
Altona	767,482	
		5,797,953
Under the Spanish flag:		
Malaga	353,048	
Cadiz	104,108	
Barcelona	40,520	
Havana	519,609	
Canaries	50,799	
		1,068,084

	Francs.	Francs.
Under the United States flag:		
Philadelphia	1,629,978	
New York	1,327,040	
Baltimore	987,309	
Boston	699,795	
New Orleans	119,631	
		4,763,753
Under the French flag:		
Bordeaux	1,437,730	
Marseilles	248,720	
Havre	99,719	
Nantes	86,842	
Guadeloupe and Martinique	20,438	
		1,893,449
Under the Dutch flag:		
Amsterdam	101,008	
Curaçoa	1,478,047	
		1,579,055
Under the Hanseatic flag:		
Hamburg	3,135,068	
Bremen	2,255,422	
		5,390,490
Under flags of other countries		116,132
Total		25,599,690
Or, in United States currency	$4,761,542	

To complete the foregoing summary, a similar analysis of the exports from Venezuela, during the same year, is subjoined:

	Francs.	Francs.
Under the British flag:		
Cape of Good Hope	1,398,581	
Liverpool	1,029,668	
Other ports of England	154,034	
Trinidad	1,510,139	
Other West Indies	511,996	
		4,604,418
Under the Danish flag:		
St. Thomas	2,343,075	
Altona	420,780	
		2,763,855
Under the Spanish flag:		
Santander	1,259,364	
Malaga	234,335	
Cadiz	142,832	
Barcelona	49,460	
Havana and Porto Rico	1,302,085	
The Canaries	163,571	
		3,151,647
Under the United States flag:		
Philadelphia	2,228,139	
New York	2,029,661	
Baltimore	1,217,904	
Boston	983,289	
New Orleans	519,662	
		6,978,655

	Francs.	Francs.
Under the French flag:		
Bordeaux	1,994,890	
Marseilles	427,610	
Havre	387,042	
Nantes	8,261	
Guadeloupe and Martinique	148,691	
		2,966,494
Under the Dutch flag:		
Amsterdam	23,748	
Curaçao	990,099	
		1,013,847
Under the Hanseatic flag:		
Hamburg	1,329,929	
Bremen	986,978	
		2,316,908
Under flags of other countries		784,506
Total		24,580,330
Or, in United States currency	$4,571,943	

The following table exhibits the general import trade of Venezuela in 1845, designating in separate columns the amounts charged with specific and ad-valorem duties, respectively; the amount exempt from duty; and the amount of ordinary and extraordinary duties levied on the imports from each nation. The official returns, from which the subjoined table is compiled, come down only to 30th June; but the total trade, down to 31st December, will be found on a subsequent page:

Value of general import trade of Venezuela (in Venezuelan currency) in 1845.

Nations.	Amount charged with specific duties.	Charged with duty ad valorem.	Duty free.	Grand total.	AMOUNT OF DUTIES.		
					Ordinary.	Extra-ordinary.	Grand total.
Great Britain and her colonies	$1,354,171	$43,330	$132,329	$1,529,830	$398,371	$39,837	$438,208
Denmark and St. Thomas	643,828	32,878	196,475	873,181	210,363	21,034	231,397
United States	582,264	35,797	345,660	963,721	289,740	28,974	318,714
Germany, Bremen, and Hamburg	595,118	59,016	6,894	641,028	172,348	17,235	189,583
France and French W. Indian colonies	256,394	32,926	57,469	346,789	82,691	8,269	90,960
Holland and Curaçoa	229,517	13,698	87,172	330,387	83,726	8,373	92,099
Spain and her colonies	199,627	3,886	30,279	233,792	72,852	7,285	80,137
Mexico	----------	40	2	42	12	1	13
New Granada and Goajira	75	--------	----------	75	71	7	78
Sardinia	29,502	3,299	3,590	36,391	11,547	1,155	12,702
Countries not named in official returns	485	2	2	2,439	217	21	238
Amount of confiscations	3,767	170	170	4,052	1,508	151	1,659
Total	3,894,748	225,042	860,042	4,961,727	1,323,446	132,342	1,455,788

The countries which participate most prominently in the trade of Venezuela are the United States, England, the Hanse-towns, Denmark, France, Spain, and Holland, as appears from the subjoined summary for the year 1845, made up from French official sources:

1. *The United States.*—The imports and exports of the United States, in 1845, reached, in

the aggregate, 9,361,000 francs, or $1,778,590. American merchants supply, almost exclusively, flour, provisions, soap, and cheap cottons to the Venezuelan markets; and compete with the producing countries in furnishing general cargoes of European merchandise; while American furniture is preferred to that of any other country, and always finds a good market. American cottons are more eagerly sought than those of English manufacture; and our merchants are able, not only better to suit the tastes of the Venezuelans, but to offer their different cotton fabrics at a lower figure than their European competitors, by whom this branch of Venezuelan trade was, but a few years since, entirely monopolized.

"Despite the duties which bear upon the commerce [merchandise] of the United States more heavily than upon that of any other nation," observes a French statistician, "the United States is, every day, maintaining a firmer position in the mercantile transactions of Venezuela;" and this is the case in 1856, even more than it was at the time the above paragraph was written. The cause of our pre-eminence in the markets of Venezuela has already been adverted to; though a glance at the map of the United States and the northern States of South America would, of itself, exhibit one of the principal causes.

2. *Great Britain.*—The total trade of Great Britain, including her American colonies, with Venezuela, in 1845, amounted in value to 10,746,000 francs ($2,141,740); being an advance on the returns for the preceding year, but considerably below the total trade of 1841. So discouraging, however, were British prospects in Venezuela in 1845, that several of the largest mercantile houses of that nation in Caraccas and La Guayra suspended operations, and retired their capital, for more profitable employment, to other countries. The imports from Great Britain and her colonies, in 1845, consisted of textiles of cotton and linen, (which had always been in high repute in the Venezuelan market, and constituted the great bulk of British trade until they encountered American competition,) earthenware, hardware, agricultural implements, (manufactured from Venezuelan models,) and military arms, with which, exclusively, the militia of Venezuela were at this period supplied.

3. *Hanse-towns.*—The commerce of the Hanse-towns during this year (1845) reached, in imports and exports, a value of 5,371,000 francs ($1,010,490), a figure somewhat below the total returns of the preceding year. The commerce of the Hanse-towns with Venezuela has, however, been gradually advancing since the latter country assumed its rank in the family of nations; and the enterprising merchants of these great European entrepots still seek a profitable market for their various merchandise, and especially for their hardwares, glasswares, woolen cloths, cheap velvets, silks, and cottons of German manufacture. To these may be added jewelry (imitation and real), of which the French merchants had, in the earlier days of the republic, the entire monopoly.

4. *Denmark.*—The commercial relations of this kingdom with Venezuela are conducted almost exclusively through its colonial possession of St. Thomas. In 1831–'32, the total value of this trade was 7,876,000 francs ($1,776,000). In 1841–'42, it reached a maximum of $1,700,000; and in 1843–'44, it again fell as low as $750,000. During 1845 it again ascended as high as $1,000,000. This fluctuation and gradual decrease of the commerce of Denmark with Venezuela, through the island of St. Thomas, is accounted for, according to French commercial authorities, by the fact that this island, long renowned as the great entrepot of European commerce with the closed ports of this coast, must necessarily decline in trade, in proportion as the intercourse with this portion of America becomes more unrestricted and direct. This is true to a great extent; but the competition of American merchants in supplying the Venezuelan markets, not only with the leading staples of the United States which are in demand there, but with most of the European merchandise heretofore supplied from the warehouses of St. Thomas, has contributed in no small degree to this result. This has also been the course of trade with respect to the island of Curaçoa, the exchanges of which island with Venezuela have been carried to the account of the Netherlands. This trade has, of late years, equally declined, owing to the same causes as set forth above.

5. *Spain.*—The treaty concluded between Spain and her ancient colony, in 1845, has greatly enlarged the circle of exchanges between the two countries. The great bulk of the cocoa produced in the republic is taken by the Spaniards, and their produce always finds, in return, a ready market. This commerce amounted in 1845 to 4,986,000 francs ($947,340).

6. *France.*—The imports and exports of France at the different ports of Venezuela during this year amounted to 3,297,000 francs ($626,430). In 1854 it reached 3,284,000 francs, showing an increase of 13,000 francs. A French official publication, referring to these returns, says: "This difference is not very great, and shows that France maintains her position in the markets of Venezuela. We may add, that if French commerce has not made much progress in this country during the past few years, it is owing to the extreme caution of our merchants, who, in view of the unsettled condition of that country, prefer awaiting some more favorable change." French merchandise, however, is always eagerly sought after by the Venezuelans, especially their finest qualities of silks, woolens, cottons, hats, haberdashery, perfumery, &c. These articles have also entered largely into imports of the United States into Venezuela.

7. *Holland.*—The trade of Holland with Venezuela in 1845, imports and exports included, amounted to 2,394,000 francs. This trade is conducted almost entirely through the port of Curaçoa, and consists in furnishing the ports lying east of La Guayra with gin, beer, butter, and cheese, for consumption. These articles Holland exchanges, generally to the extent of their value, for coffee and dye-stuffs.

The preceding summary for 1845—the latest period for which returns so complete are available—exhibits, with general accuracy, the state of Venezuelan commerce at the present date. The chief, indeed, the only real, obstacle to the more rapid development of the abundant resources of this neighboring republic, appears to be the absence of that spirit of industrious enterprise by which some other commercial nations are characterized.

The river Orinoco is now navigated as high up as Nutrias, in the province of Varinas; and the productions of the fertile countries watered by this magnificent river are thus added to the commercial wealth of the republic.(*a*)

The provinces of Varinas, Apure, and the two Guyanas, are now brought into direct communication with the sea; and by the establishment, in 1845, of a line of steamers under the auspices of a company from the United States, specially chartered by the Venezuelan government, and by means of the 240 sailing vessels, with a capacity of 36,000 tons, which annually ascend as high as Angostura, (Ciudad Bolivar,) some 250 miles from the sea, there is but little room to doubt that Venezuela is about to enter upon a career of commercial prosperity. At present, the annual exports from Apure and Varinas consist of dry hides, (about 100,000,) buckskins, coffee, cotton, indigo, cocoa; and from the latter province between 1,000,000 and 2,000,000 pounds of tobacco. The value of this trade to the United States will be perceived, when it is known that nearly all the hides offered in the Venezuelan markets are taken by this country.

The value of the total trade of Venezuela for the fiscal year ending June 30, 1845, has already been given. For the year ending December 31, 1845, it reached a total of $8,021,040, and the navigation employed 3,209 vessels, measuring in the aggregate 190,732 tons.

(*a*) A recent communication from Puerto Cabello affords the following facts: "Several mercantile firms of Puerto Cabello have applied for and obtained from the Congress of Venezuela a charter for a railroad to run nearly west from that city—54 miles—to San Felipe, in the province of Barquisimeto. The estimated cost is $1,400,000 (United States currency), exclusive of land, which, for the most part, will be afforded free of expense. The government gives all the public land and timber which may be required, either for the road or buildings, and admits the tools, iron, &c free of duty; subscribes for $186,916 of the stock ($250,000, in Venezuelan currency). The provinces of Barquisimeto and Corabobo together take $67,290 of the stock. Of the grades, 70 per cent. will be below 30 feet to the mile, and only 5 per cent. above 50 feet. There will be 15 bridges, estimated to cost $104,590. The charter is to continue 40 years as an exclusive privilege, and 40 years more the right of property in the road is guarantied to the company; after which it reverts to the government. The road must be commenced within two years from 1st July, 1855, and be completed within four years from the date of its commencement. John Dougherty, of New York, chief engineer of the road, estimates the annual net income at $242,222. San Felipe is situated on the Yariciu river, and is a commanding point for the collection of the products of the interior. Puerto Cabello is the best harbor in Venezuela."

The total trade of 1846 was 50,226,145 francs ($9,542,997), of which was assigned to the United States—exports to Venezuela $835,240, exports from Venezuela $1,251,720, making a total of $2,086,960. This gives to the United States, out of eleven nations whose vessels participated in the trade of 1846, 21.08 per cent. on the whole amount. The navigation of 1846 employed 3,123 vessels, measuring an aggregate of 211,825 tons. Of these, there were under the United States flag, entered and cleared, 282 vessels, with an aggregate of 49,488 tons.

The annual returns exhibit but little variation in the commercial movements of Venezuela from 1846 to 1851. For the latter year, the official statement gives the total of imports and exports at 47,667,000 francs = $9,533,400. The revenue realized from the import duties on this total was, including the additional duty of 10 per cent., 8,137,866 francs.

The exports consisted of articles as follows:

Coffee (in 1851)	37,965,081 pounds.	In 1850	30,977,944 pounds.
Cocoa "	8,159,965 "	"	7,346,919 "
Hides "	1,150,055 pieces.	"	867,464 pieces.
Indigo "	247,593 pounds.	"	175,374 pounds.

In 1851 the total trade was distributed as follows:

United States	14,985,000 francs;	or	$2,997,000
England	7,371,000 "	"	1,474,200
Hanse-towns	6,630,000 "	"	1,326,000
Spain	4,759,000 "	"	951,800
France	5,161,000 "	"	1,032,200
Holland	4,324,000 "	"	864,800
Denmark	3,279,000 "	"	655,800
Other countries	1,158,000 "	"	231,600
Total			9,533,400

The total value of Venezuelan trade during the year ending June 30, 1851, was, as thus shown, $9,533,400. The following statement will show the progress of commercial movements at the different ports of the republic for subsequent years: 1852, $9,468,155; 1853, $8,112,566; 1854, $9,752,465. [United States currency.]

Tabular statement exhibiting the value, in Venezuelan currency, of the foreign trade of Venezuela; the nations participating therein; the share assigned to each, and the amount of duties paid by each flag during the year 1854.

Countries.	Imports.	Exports.	Total.	Import duties.
United States	$1,180,445	$2,420,936	$3,601,381	$313,679
Hanse-towns	783,005	1,197,035	1,980,040	295,917
England	1,649,813	273,212	1,923,025	712,870
France	632,712	1,077,592	1,710,304	221,954
Denmark	873,580	498,416	1,371,996	201,630
Spain	253,673	1,078,272	1,331,945	95,278
Holland	261,559	449,524	711,083	76,253
Mexico	2,682	106,006	108,688	9
Sardinia	27,710	38,811	66,521	11,340
Other countries	27,209	----------	27,209	8,013
Total in Venezuelan currency	5,692,388	7,139,804	12,832,192	1,936,943
Total in U. States currency	4,248,500	5,328,200	9,576,700	1,445,479

During the same year there entered the different ports of Venezuela 262 vessels, measuring an aggregate of 11,608 tons; and there cleared 392 vessels, with an aggregate of 17,645 tons —all under the national flag. Of foreign vessels there entered 494 vessels, measuring in all 76,760 tons; and there cleared 743 vessels, with an aggregate of 98,152 tons—making a total of 1,237 vessels, and an aggregate of 174,912 tons, under foreign flags.

Comparative statement of the commerce of the United States with Venezuela, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845---	$535,545	$189,585	$725,130	$1,268,275	12,394	10,733	1,768	1,117
1846---	584,069	197,478	781,547	1,509,000	13,370	11,125	1,219	1,244
1847---	571,474	43,739	615,213	1,322,496	13,185	10,800	728	630
1848---	400,230	62,798	463,028	1,225,611	12,347	7,361	1,018	1,505
1849---	431,421	106,213	537,634	1,413,096	11,749	8,420	1,350	1,157
1850---	678,462	340,008	1,018,470	1,920,247	11,536	8,509	2,708	2,697
1851---	854,779	189,746	1,044,525	2,380,295	17,103	11,761	2,738	2,891
1852---	726,024	67,389	793,413	2,121,864	16,361	11,244	3,311	3,109
1853---	749,859	94,668	844,527	2,613,780	17,142	12,001	4,795	1,789
1854---	1,131,604	69,279	1,200,883	3,072,649	16,616	12,263	3,893	4,074
1855---	1,152,604	70,845	1,223,449	3,616,869	19,968	15,057	4,596	4,369

THE CULTURE AND EXPORTATION OF COTTON.

Notwithstanding many portions of the republic of Venezuela are well adapted to the cultivation of the cotton-plant, this branch of industry has been gradually declining during the past ten years. This has been attributed principally to two causes:

1st. The want of roads, or other artificial means of transportation, which reduces the planters to the necessity of employing mules to convey their produce to market; thus absorbing all the profit which this branch of industry might otherwise realize.

2d. The superior inducements which the cultivation of coffee, cocoa, and other tropical produce offer, as respects the amount of labor bestowed on their production, the expense of transportation to market, and the price which such produce usually commands.

To these may be added the superior quality of these latter products, for which Venezuela has acquired a high reputation in the markets of the world.

The relative importance of Venezuela as a cotton-exporting country may be seen from the following tabular statements compiled from "*Tableau Général du Commerce de la France:*"

Tabular comparative statement showing the quantities of cotton imported into France, and the countries whence imported, for a period of three years, from 1852 *to* 1854, *both inclusive.*

Countries whence imported.	1852.	1853.	1854.
	Kilogrammes.(a)	*Kilogrammes.*	*Kilogrammes.*
United States	76,104,454	79,381,735	77,746,470
Egypt	4,382,575	4,831,872	3,601,327
Turkey	1,027,837	1,371,239	375,834
England	938,907	890,322	1,547,994
Belgium	231,074	603,449	375,350
Brazil	413,563	280,813	127,912
Peru	158,716	233,838	239,688
Venezuela	315,953	169,686	68,064
Hayti	75,697	104,510	77,165
East Indies	47,955	6,674	188,649
Elsewhere	393,091	191,029	206,569
Aggregate	83,989,822	88,065,167	84,555,022

Comparative tabular statement showing the quantities of cotton consumed in France, and the countries whence imported, for a period of three years, from 1852 *to* 1854, *both inclusive.*

Countries whence imported.	1852.	1853.	1854.
	Kilogrammes.	*Kilogrammes.*	*Kilogrammes.*
United States	66,740,104	70,220,752	67,452,503
Egypt	2,754,662	2,401,497	2,318,665
Turkey	979,313	744,331	571,511
England	3,966	8,442	170,664
Belgium	231,074	561,066	395,176
Brazil	432,899	265,450	105,861
Peru	144,134	219,077	254,414
Venezuela	206,538	161,502	55,263
Hayti	47,860	70,530	57,290
East Indies	296,953	263,374	71,517
Elsewhere	231,448	175,237	141,131
Aggregate	72,068,951	75,091,258	71,593,995

The preceding tables show that the importation of cotton from Venezuela, as well as its consumption in the factories of France, has diminished during the period designated 400 per cent. The general exportation of cotton from this republic will, it is believed, exhibit a similar diminution.

All cotton textiles which are consumed in the republic are imported from foreign countries. From the 1st of July, 1849, to the 30th June, 1850, the total value of cottons imported amounted to $253,586, namely: in national vessels $26,464, and in foreign vessels $227,122. During the same period, the exports of raw cotton reached 660,117 lbs., valued at $44,248, viz:

(a) The kilogramme is equal to about $2\frac{1}{5}$ pounds.

in national vessels 95,200 lbs., valued at $5,810; and in foreign vessels 564,917 lbs., valued at $38,438.

The ports from which raw cotton was exported, in 1849–'50, together with the quantities exported during that period, were as follows:

Puerto Cabello	461,924 lbs.
Maturin	98,200 "
La Guayra	90,693 "
La Vela	4,500 "
Ciudad Bolivar	2,800 "
Rio Coribe	2,000 "

From the above it will be perceived that, out of the fifteen ports of Venezuela, no cotton was exported from nine; among them being two of the most important—Cumana and Maracaibo—although the provinces of Cumana and Maracaibo are not only very extensive, but eminently adapted to the cultivation of this article.

The species of cotton cultivated in Venezuela is what is denominated the long staple (black seed) of Louisiana and Georgia, and was introduced from the United States.

COMMERCIAL REGULATIONS.(a)

All foreign nations enjoy equal commercial privileges in Venezuela. Treaties exist between the republic and most of the governments of Europe and America. That with the United States was ratified May 31, 1836, and was to continue in force twelve years, with the usual twelve months' notice after that period. Such notice not having been given by either party, its provisions still continue in force. This treaty guaranties entire reciprocity and perfect liberty of trade, direct and indirect, between the two republics; and stipulates that all favors to other nations in respect of commerce and navigation, granted by either party, shall immediately become common to the other. Under the provisions of this treaty, and the commercial legislation of Venezuela, United States vessels enjoy the same privileges, and are subject to the same restrictions, as those of all other nations. American trade, however, would, it is thought, rest upon a firmer basis, and might be greatly extended, by a new treaty with that republic, better adapted to the exigencies of present commercial relations than that of 1836, entered into in the very infancy, political as well as commercial, of Venezuela.

In 1840, four years after the ratification of this treaty, the United States exported to that country 20,034 barrels of flour, valued at $147,304. In 1854 our exports of that article reached 40,097 barrels, valued at $318,732; showing an increase in the quantity and value of that one article, which we exchanged for the hides, coffee, and indigo of Venezuela, of 100 per cent.

The hides imported into the United States in 1840 amounted in value to $288,372. In 1854 they reached as high as $1,623,695; showing an increase, in that single article of our imports, of over 400 per cent. A more liberal tariff of duties on our flour and cotton goods in the ports of Venezuela would continue to augment still more largely this growing trade. The justice of such a measure will be obvious when it is considered that the principal article which the United States imports from Venezuela (hides) is subject in our ports to a duty of five per cent. only; while the principal article which we furnish in exchange (flour) is taxed in its ports with a duty of $4 per barrel, which, at a value of from $12 to $16 per barrel (its average price in the Venezuelan markets), is equal to 25 *a* 33⅓ per cent., besides sundry other duties

(a) After this Digest had gone to press, two new laws were received, one dated April 27, 1856, relating to extraordinary and export duties; the other of date April 29, 1856, relating to new port dues.

which are superadded before the article can get into market. These facts are sufficiently suggestive without further comment. Duties are levied on a valuation basis, though many articles in the tariff are liable to specific duties. Instead of specifying each extra charge separately, these heavy imposts can be best illustrated by an actual case:

Custom duties on 100 barrels American flour landed at the port of La Guayra, at $4 per barrel import duty	$400 00
10 per cent. on amount of duties on account of late internal war	40 00
2 per cent. on amount of duties for wharfage	8 80
2 per cent. road tax	8 80
	457 60
20 per cent. on aggregate amount; contribution extraordinary	91 52
	549 12
½ per cent. for the new church on $457 60	2 29
Total duties, extras, &c	551 41

Articles noted free in the tariff, pay in lieu of all extras 15 per cent.

One of the greatest impediments heretofore existing to the increase of American trade with Venezuela was the restriction imposed on the transitage of American merchandise imported expressly for the markets of New Granada. Some years since, Maracaibo was declared a place of deposit for such merchandise—a measure of the greatest importance to commerce, as nearly half the imports at that port are destined for San José de Cucuta, in New Granada. The privilege thus granted was subsequently rendered nugatory by severe restrictions and onerous duties. A more liberal decree, however, has very lately been promulgated (August 10, 1855), which must necessarily largely augment the imports into Venezuela, and thus promote the general commerce of the republic.

Navigation Dues.

Tonnage duties	37½	cents	per ton =	$0 26 (U. S. currency.)
Anchorage	18	"	"	12
Water	12	"	"	9
Light-house	6	"	"	4½
Entrance	7	"	"	5
Clearance	$2 00	"	"	1 54
In addition—				
To captain of the port	3 00	"	"	2 25
Health officer	3 00	"	"	2 25
Interpreter	3 00	"	"	2 25

The ton is Venezuelan measurement, generally 12½ per cent. more than that of the United States.

The value of Venezuelan money differs considerably, as already noted, from that of the other South American States, though of the same denomination. The following are the legal values of some of the foreign coins in circulation in Venezuela, as fixed by the law of May 30, 1848:

One dollar of the United States equal to		"	$1 34⅜
Do.	Peru	"	1 34⅜
Do.	Mexico	"	1 34⅜
Five-franc piece of France		"	1 25
One shilling of Great Britain		"	31¼
One guinea of	"	"	6 50

Quarantine Regulations.

Some alterations have lately been made in the quarantine regulations of this republic. By decree of 7th January, 1856, the following official announcement was made:

"The board of health of this port (La Guayra), in its session of the 2d inst., took into consideration the different modes of certifying to the bills of health issued at foreign ports; and the general practice being at variance with the provisions of the first article of the executive decree of the 11th August, 1847, relating to the matter, resolved that, for the future, bills of health would be considered clean only when coming legalized by the authorities to which this branch belongs, whose signatures must then be certified to by the respective consuls, granting a period of one month after which this decision shall take effect, passing an official notice to the foreign consuls in this port to whom it may be considered requisite to give notice of this decision, and also to the governor of the province."

A practice has heretofore existed, on the part of ship-masters, of obtaining bills of health simply from the Venezuelan consul at the port of departure in the United States. Under the new regulations, such bills of health will not be recognised as valid by the Venezuelan authorities after the 7th February, 1856.

The law cited in the circular (that of 11th August, 1847) says that "bills of health shall be granted by some competent authorities of the place, and must be legalized by a Venezuelan consul, if there is one at the port from which the vessel may sail; if not, by a consul of any other nation on terms of amity with Venezuela; which bill of health must be certified to or legalized by the Venezuelan consul, or some other consul, at each and every port the vessel may touch at before her arrival at a Venezuelan port."

It has been decided, recently, that in cases where there is no Venezuelan consul, nor the consul of any other nation, as above prescribed, at the port of departure, bills of health, properly executed by the custom-house officer to whom that duty belongs, will be sufficient. In the case which elicited this decision, the penalty had been imposed by a subordinate officer, but was subsequently refunded.

EQUADOR.

EQUADOR.

THE foreign commerce of Equador is chiefly carried on at the port of Guayaquil, which, with the ports of Manta and San Lorenzo, is open for general importation and the exportation of national produce. The ports open for exportation only are Santa Elena, Callao, Bahia de Caraccas, Loja, and Ibarra. Guayaquil is the only port of general deposit for re-exportation to foreign ports.

The principal articles of export of this republic are cocoa, hides, cattle, tobacco, wool, straw-hats, coffee, orchilla, bark, India-rubber, and an inferior description of cotton. Cocoa is the leading staple, the quantity annually exported reaching over 15,000,000 pounds.

The total value of the foreign trade of Equador may be stated at $4,000,000. The countries which participate in this trade are the United States, Mexico, Guatemala, Chili, and Peru, in America; and England, Spain, France, and Hamburg, in Europe.

The commercial relations of the United States with Equador are regulated by treaty and the local legislation of that republic. The treaty with the United States was ratified April 9, 1842, and stipulates for perfect equality and entire reciprocity of navigation and commerce, both in the direct and indirect trade. The third article has this stipulation: "That whereas, by a law of Equador, March 21, 1837, vessels built in the dock-yard of Guayaquil shall be exempted from various charges; therefore, vessels of the United States cannot claim this privilege, but shall enjoy it if it should be granted to vessels belonging to Spain or Mexico, and to the other Hispano-American republics." The following translation of the decree conferring special privileges on vessels constructed at Guayaquil, bearing date August 23, 1845, is made from "El Comercio de Lima," October 6, 1846:

"The provisional government considering that the ship-yards of Guayaquil, by reason of its favorable position, and in view of the interests of commerce and of the republic, merit special attention; therefore, in order to advance these interests, and to encourage the construction of ships, it is decreed:

"ART. 1. Vessels constructed at Guayaquil, and retaining the national flag, shall be exempt from tonnage, anchorage, and other port dues.

"ART. 2. Such vessels shall be entitled to a reduction of three per cent. on all produce, merchandise, &c., imported into any of the ports of the republic for consumption."

The commerce between the United States and Equador is very limited, owing mainly to the fact that the two great staples of the latter country, cocoa and straw hats, find but little demand in the United States—the former being of limited consumption, and the latter subject to a duty of 30 per cent. Before the treaty between Spain and Equador, in 1843, United States vessels carried flour and domestic manufactures direct to the port of Guayaquil, and were generally chartered to transport cargoes of cocoa to Spain. Since that period, however, the high duties on cocoa in Spain, when imported in foreign vessels, have been equivalent to a prohibition. This, together with the annually increasing importation of flour from Chili, has produced a depressing effect on American trade with that republic. The table appended to this Digest will exhibit the condition of this trade during a period of eleven successive years. But little

improvement can be expected, it is thought, so long as the present tariff regulations of the United States continue in force.

The duties on navigation in the ports of Equador are—tonnage duties, 25 cents per ton; light dues, 6¼ cents per ton. When pilots are employed, the fees are $2 50 per foot of the vessel's depth.

The following summary statements of the commerce of Guayaquil, condensed from the official reports for the years designated, will convey a general idea of the foreign commerce of Equador, the port of Guayaquil being the principal commercial port of that republic:

Trade of Guayaquil for 1845.

Countries.	Imports.	Exports.	Total.
Peru	$605,140	$110,770	$715,910
Chili	143,930	170,810	314,740
Spain	37,620	190,000	227,620
Hamburg	----------	177,270	177,270
France	24,320	99,750	124,070
Mexico	----------	75,620	75,620
Central America	----------	35,910	35,910
New Granada	5,130	14,630	19,760
England	----------	6,270	6,270
Total	816,140	881,030	1,697,170

The United States does not appear in the list of countries for 1845. Indeed, the foreign trade of Equador is conducted chiefly with the ports of Lima and Valparaiso, the two principal entrepots for the trade of South America. The following statement affords a description of the merchandise, with its values, imported in 1845, and the countries of origin:

Description of merchandise.	Values.	Countries of origin.	Description of merchandise.	Values.	Countries of origin.
Textiles of cotton	$146,300	Peru			
wool	94,430	do	Provisions	$31,710	Peru, Chili, Spain, France
flax	33,120	do			
silk	31,540	do			
Wine	79,420	Peru, Spain, France	Hardware	38,760	Peru, Chili
Spirits	76,760	Peru, Chili, France	Paper	21,280	Peru, Chili
Flour	42,180	Peru, Chili	Musical instruments and furniture	18,050	Chili, Peru
Haberdashery	31,710	Peru, Chili	Pottery and glasswares	16,720	Chili, Peru, France

EXPORTS.

Description of merchandise.	Values.	Whither.
Cocoa	$566,580	Spain Hamburg France
Straw hats	79,990	Chili Peru
Sole leather	22,230	Peru
Cotton	19,380	Chili

The following tabular statement exhibits the description of merchandise exported from the port of Guayaquil in the year 1855, with the quantity of each article, respectively:

Description of merchandise.	Quantities.	Description of merchandise.	Quantities.
Cocoa ---- pounds	15,089,753	Orchilla ---- quintals	4,000
Straw hats ---- dozen	38,778	Bark ---- do	7,739
Tanned hides ---- sides	26,246	Timber ---- logs	9,368
Tobacco ---- quintals	3,659	Canes ---- pieces	73,551
Sarsaparilla ---- do	657	Manyles ---- do	5,660
Tamarinds ---- do	699	India-rubber ---- quintals	765
Coffee ---- do	776		

The countries to which the cocoa specified in the above statement was sent, together with the quantity to each, is exhibited as follows:

	Cargas. (a)	Ibs.
Spain	80,351	23
Hamburg	36,182	26
France	17,214	62
Peru	14,696	13
Chili	14,507	30
United States	7,544	04
Central America	5,463	69
Mexico	5,410	39
Panama	4,922	78
Total	186,293	20

The following table exhibits the quantities, in pounds, of cocoa exported from Guayaquil during a period of ten years, from 1846 to 1855, both years inclusive:

1846	11,202,008	1851	9,567,680
1847	12,073,615	1852	13,956,548
1848	21,007,395	1853	13,243,024
1849	14,234,734	1854	10,992,151
1850	11,066,056	1855	15,089,753

(a) Each carga equals 81 lbs.

The navigation returns of Guayaquil for 1849, the latest period for which they are at hand, complete, exhibit a total of 169 vessels entered and cleared, with an aggregate tonnage of 46,838 tons, distributed as follows:

Countries.	ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.
England	26	14,310	23	12,305
United States	5	935	5	935
France	4	1,054	4	1,054
Spain	5	1,543	6	1,903
Italy and Germany	9	1,697	8	1,567
South American republics	35	5,266	39	4,269
Total	84	24,805	85	22,033

The tariff of Equador will be found in its proper place, Part II. It is officially published as "the tariff of Malecon, of the year 1849, ordered to be observed by the legislature of 1855."

The only commercial legislation in this republic, of recent date, of which the Department has reliable information, is embodied in a decree given at the capital, Quito, August 15, 1855, by the President, José Maria Urbina, imposing an export duty on bark and India-rubber. The United States consul at Guayaquil, in communicating this decree, under date of September 30, 1855, says: "Against this injudicious measure of the executive, strong representations will be made to the present Congress by the commercial and industrial classes, as unlawful, and injurious to the present increasing commercial prosperity of the country; and it is probable that it will be modified into renting or selling the lands, or done away with altogether."

A translation of this decree is subjoined:

"Considering that the natural productions met with in the uncultivated lands of the republic make part of the national riches, and that the India-rubber and bark discovered and extracted from said lands are becoming objects of speculation to many persons, and should be made to yield a revenue to the country; therefore, be it decreed:

"Art. 1. In the ports of the republic where custom-houses are established, there shall be exacted a duty of two dollars on ordinary, and three dollars on refined India-rubber, on every 100 lbs. exported to foreign markets.

"Art. 2. The bark taken from government lands, and exported to foreign countries, shall pay a duty of two dollars for every 100 lbs. on yellow, three on Callessaya, and eight on red.

"Art. 3. Those persons who export India-rubber and bark without presenting the same at the custom-house, or place appointed for the collection of the duties specified in the previous articles, with the intent of avoiding the payment of said duties, shall be judged according to the process detailed in the law of the 21st November, 1853.

"Art. 4. Every citizen who proposes extracting India-rubber or bark from national lands, shall present himself to the respective governor, who, after hearing his proposal, and satisfying himself that the land is actually government property, shall give to the parties applying the required permission in writing.

"Art. 5. Those engaged in the collection of India-rubber must not cut down the tree; but, to obtain their object, should bore a small hole in the trunk, at the height of about half a yard from the ground, penetrating the greater part of the thickness of the tree, taking care not to bore through it.

"Art. 6. Those who are found taking India-rubber or bark from national lands without

having complied with the conditions prescribed in articles 4 and 5, shall be treated as smugglers, and the substances collected taken from them and confiscated.

"Art. 7. The governors of provinces in the lands under their jurisdiction will take all possible measures to discover and apprehend all parties who endeavor to infringe the preceding dispositions.

"Art. 8. Article 6 applies, also, to those individuals who do not comply with the dispositions of articles 4 and 5, under the pretext that they are collecting the aforesaid substances from their own lands, should it be discovered that the said lands are national property.

"Art. 9. Those persons who collect India-rubber and bark from their own property, are not subject to any of the duties imposed in the present decree.

"Art. 10. The Secretary of the Treasury is charged with the due execution of this present decree, of which it is his duty to inform the Congress next ensuing."

Comparative statement of the commerce of the United States with Equador, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	----------	----------	----------	----------	----------	----------	----------	----------
1846	----------	$1,130	$1,130	----------	----------	----------	----------	614
1847	$27,253	571	27,824	----------	----------	----------	----------	168
1848	----------	----------	----------	----------	----------	----------	----------	----------
1849	----------	----------	----------	----------	----------	----------	----------	----------
1850	24,414	10,511	34,925	$4,618	331	299	828	1,185
1851	----------	----------	----------	76,692	586	219	410	568
1852	----------	----------	----------	70,585	585	----------	----------	760
1853	----------	----------	----------	12,600	503	226	----------	249
1854	----------	----------	----------	57,534	1,981	----------	----------	192
1855	66,092	----------	66,092	12,553	277	1,011	----------	----------

BRAZIL.

BEYATT

BRAZIL.

THIS vast empire comprehends the great eastern section of South America. Its length from north to south is computed at about 2,600 miles, and its greatest breadth at 2,540 miles. The entire area comprises about 2,973,400 square miles, or over ten times the area of Texas, and about seventy times that of Portugal. The climate is generally favorable to agricultural pursuits, the soil being fertile, and in many parts of the empire, particularly in the interior provinces, abounding with valuable mineral resources.

The staple productions of Brazil are such as must necessarily attract an extensive foreign trade; though it is stated that, anterior to 1809, she had no direct intercourse with other nations—the mother country, under the policy which dictated her colonial system, excluding from the ports of her extensive colony all foreign flags.

The dangers which menaced, and the domestic troubles which agitated Portugal at this period, resulted in the flight of the royal family to Brazil. With the court were introduced new tastes, new ideas, and a more liberal policy in regard to foreign intercourse. The ports of Brazil were at once opened to foreign commerce, and since that period the culture of the staple productions has kept pace with the increased demands of foreign markets.

The great staple of Brazil is coffee, though vegetables, fruits, wheat, barley, rice, maize, and tobacco are extensively produced in the southern or temperate provinces; while, within the tropics, the chief productions are mandioca, rice, bananas, plantains, beans, sweet potatoes, coffee, sugar, cotton, and cocoa—the last four for exportation. The forests supply the very best timber for ship-building, and almost every variety of wood for cabinet-work and dyeing purposes; among the latter, Brazil wood, rosewood, and campeche wood are important articles of commerce. Travellers who have minutely explored the interior of Brazil describe no less than 219 varieties of timber, and many of them largely enter into the commercial resources and domestic wealth of that empire.

Since the acknowledgment of its independence, the commercial regulations of Brazil have been marked by a spirit of liberality and of freedom from unnecessary and exclusive restrictions. The duties on imports and exports are based upon the valuation principle, and are designed solely with a view to supply the necessary revenues for the support of the government; and the port, pilot, and other navigation charges, seldom exceed the actual requirements of a just and liberal intercourse with foreign nations. Indeed, the commercial policy of Brazil seems eminently adapted to a country of such boundless extent and so sparsely populated,(*a*) as labor is sure to find a remunerative reward, in whatever mode it may seek to develop the exhaustless resources of the empire, in the free competition to which it invites the enterprise and exchanges of foreign nations.

The commercial treaties negotiated by the government of Brazil with foreign countries are, generally, based upon the principle of reciprocity. That with the United States was concluded

(*a*) The entire population amounts to about six millions—being two persons to the square mile; of which at least three-fifths are blacks.

December 12, 1828, and established between the two countries freedom of commerce and entire reciprocity of trade and navigation—certain special favors being reserved to Portugal, owing to the former relations between that country and Brazil. This treaty contained the usual stipulation requiring twelve months' notice to be given by either party desiring to terminate the same; and such notice having been given by the government of Brazil, and the twelve months having expired, the treaty is no longer of force. The commercial relations between the two countries were, however, placed upon a footing of similar reciprocity to that guarantied by the treaty, by virtue of the proclamation of the President of the United States, bearing date November 4, 1847, issued conformably to the provisions of an act of Congress passed on the 24th day of May, 1828. The declaration of this paper, after reciting the act, is as follows:

"And whereas satisfactory evidence has lately been received by me from his Majesty the Emperor of Brazil, through an official communication of Mr. Felipe José Pereira Leal, his chargé d'affaires in the United States, under date of the 25th of October, 1847, that no other or higher duties of tonnage and impost are imposed or levied in the ports of Brazil upon vessels wholly belonging to citizens of the United States, and upon the produce, manufactures, or merchandise imported in the same from the United States and from any foreign country whatever, than are levied on Brazilian ships and their cargoes in the same ports and under like circumstances: Now, therefore, I, James K. Polk, President of the United States of America, do hereby declare and proclaim, that so much of the several acts imposing discriminating duties of tonnage and impost within the United States are, and shall be suspended and discontinued, so far as respects the vessels of Brazil, and the produce, manufactures, and merchandise imported into the United States in the same, from Brazil, or from any other foreign country whatever; the said suspension to take effect from the day above mentioned, and to continue thenceforward, so long as the reciprocal exemption of the vessels of the United States, and the produce, manufactures, and merchandise imported into Brazil in the same, as aforesaid, shall be continued on the part of the government of Brazil."

As the trade between the two countries is placed, by virtue of the preceding proclamation, much on the same footing of reciprocity as that guarantied by the treaty, it is deemed not irrelevant to present a synopsis of the provisions of that treaty, so far as they relate to commerce.

The high contracting parties are placed on the footing of the most favored nation in respect to commerce and navigation, the relations between Portugal and Brazil excepted: Free commercial intercourse, on the basis of perfect equality and reciprocity between the citizens and subjects of the two countries is established, the coasting trade being reserved by each government to its own flag: The vessels of both countries are placed on the same footing in the ports of each, as to the importation, exportation, or re-exportation of foreign goods, from or to any foreign country; the United States agreeing to consider a vessel as Brazilian when the proprietor and captain are subjects of Brazil and the papers are in legal form: The contracting parties agree that no higher or other duties shall be imposed on the importation of any articles, the produce or manufactures of either country, into the ports of the other, than are or shall be payable on the like articles, being the produce or manufactures of any other foreign country; and export duties shall be the same in each to the ports of the other as when the articles are exported to any other foreign country: It is agreed that it shall be wholly free for all merchants, commanders of ships, and other citizens or subjects of both countries, to manage, themselves, their own business, in all the ports and places subject to the jurisdiction of each other, as well with respect to the consignment and sale of their goods and merchandise by wholesale or retail, as with respect to the loading, unloading, and sending off their ships; they being in all these cases to be treated as citizens or subjects of the country in which they reside, or, at least, to be placed on a footing with the subjects or citizens of the most favored nation: Vessels in distress, pursued by pirates or enemies, &c., belonging to either of the contracting parties, to be received and protected in the ports, rivers, bays, &c., of the other. The eleventh article of this treaty grants to the citizens or subjects of each of the contracting parties power to dispose of their

personal goods within the jurisdiction of the other, by sale, donation, testament, or otherwise; and their representatives, being citizens or subjects of the other party, shall succeed to the said personal goods, whether by testament or *ab intestato*, and they may take possession thereof, either by themselves or others acting for them, and dispose of the same at their will, paying such dues only as the inhabitants of the country wherein said goods are shall be subject to pay in like cases; and if, in the case of real estate, the said heirs would be prevented from entering into the possession of the inheritance, on account of their character of aliens, there shall be granted to them the term of three years to dispose of the same as they may think proper, and to withdraw the proceeds without molestation or any other charges than those which are imposed by the laws of the country. The twelfth article grants special protection to the persons and property of the citizens and subjects of each other, of all occupations, who may be in their territories, subject to the jurisdiction of the one or the other, transient or dwelling therein, opening to them the tribunals of justice, &c., on the same terms with the natives or citizens and subjects of the country in which they may be: Security of conscience is guarantied, and the principle that free ships make free goods mutually recognized and adopted, with the usual limitations as to goods contraband of war, and the additional stipulation that it shall apply to those powers only who recognize the same principle.

To define more fully the commercial relations between Brazil and foreign nations, decrees are, from time to time, issued by that government, regulating commerce in the different ports of the empire. A decree of this kind was promulgated October 24, 1849, exposing American shipping to great inconvenience and expense, unless necessary measures are taken at the port of departure to enable captains to comply with its requirements. By the 1st article, it is decreed that there shall be a custom-house in the town of San José do Norte, province of San Pedro, independent of the one in the city of Rio Grande. The 3d declares that vessels arriving from foreign ports and coastwise, having on board goods of foreign production, bound for the port of San José do Norte, Rio Grande, or Porto Alegre, or generally to the port of Rio Grande do Sul, are required to enter at the custom-house of San José do Norte, presenting the respective manifests, the list of provisions and stores, and make declaration as to the increase or decrease of the cargo, in conformity with article 145, sections 4, 5, and 6, of the regulations of June, 1836, decree of 1842, and No. 633, of 1849: the vessels referred to, to be permitted to discharge in the custom-house of San José, or in that of the city of Rio Grande, and Porto Alegre, as may be most convenient for them. Having commenced discharging in one custom-house, they cannot change for another, unless they are provided with particular manifests of the cargo for each custom-house. Article 7 declares that no vessel, having entered into the custom-house of San José do Norte, can proceed to Rio Grande do Sul, or Porto Alegre, without being provided with one set of manifests, with the declarations of increase or decrease of stores and baggage of passengers, properly signed by the respective inspector, and by him forwarded in a sealed letter to the custom-house to which it is bound. Article 8 is particularly oppressive to vessels of the United States, as the principal part of their cargoes consists of produce which must come to this port for a market; while manufactured goods, which comprise the principal part of the cargo of vessels of other nations, find a market in the interior, and are despatched from the custom-house of San José do Norte from motives of convenience. The American consul at Rio Grande informs the Department that the ship-canal connecting that port with San José do Norte is one mile and a half in length, and is only navigable for vessels drawing nine or ten feet of water. American vessels frequenting the port of Rio Grande generally draw ten and a half to thirteen feet of water, and had, theretofore, been permitted to lighten at the entrance of the canal, or at San José do Norte; but, according to the regulations now in force, after commencing to discharge at San José do Norte, which they are compelled to do in order to pass through the canal, they are not permitted to proceed to Rio Grande with any part of the cargo, unless originally destined for both ports. The consul further adds, that the expense of lighterage between the two ports is excessively heavy—so heavy, indeed, that launch-

hire to convey an entire cargo from the anchorage at San José do Norte to the port of Rio Grande, distant about four miles, would, in many cases, amount to as much as the interest of the voyage. It is recommended, as a partial remedy, that vessels of the United States, clearing for the port of Rio Grande, be provided with a set of manifests for that portion of the cargo which it may be necessary to discharge at San José do Norte in order to pass through the canal, and another set, including the remainder of the cargo, for the former port.

Special decrees regulating navigation are, in like manner, sometimes arbitrary, and frequently capricious; but, so long as they do not infringe the terms or spirit of treaty stipulations, or other existing agreements—that is, so long as they are equally applicable to national as to foreign bottoms—no nation having a reciprocity treaty or agreement with Brazil has any just cause for remonstrance. The latest decree of this kind, in the possession of the Department, bears date the 19th December, 1855, and relates to the navigation dues chargeable on entering and clearing the bar and bay of San Marcos, in the province of Maranham. The dues prescribed by this decree are:

	Reas.	
Clearance, three masted vessels	46‖400 =	$25 00
" two masted "	40‖000 =	21 60
Entrance	27‖200 =	14 80
Additional for anchorage	6‖400 =	3 68
Pilotage to docks for repairs	8‖000 =	4 32
" to Madre de Dios	12‖000 =	6 48
For pilot from the mouth of the harbor to the shoals, inclusive	120‖000 =	64 80
For pilot within the shoals	60‖000 =	32 40
Within the shoals, near Guimaraez, Perijuba, and Coron Grande	240‖000 =	129 60

And the same amount when the vessel is piloted through the bay of San José, Rio Mosquito, and Itaqui, to reach the bar. Vessels not taking a pilot pay half the above rates.

SUMMARY VIEW OF THE FOREIGN COMMERCE OF BRAZIL.

From official documents, it appears that of the whole commerce of Brazil, Rio de Janeiro holds 56 per cent.; Bahia 12 per cent.; Pernambuco 12 per cent.; Alagoas, Santo Paulo, and Santo Pedro do Sul, 8 per cent.; Para, Maranham, and Santa Catarina, each 4 per cent.

The species of merchandise which constitutes the leading imports into Brazil, are cottons; of which Rio de Janeiro, Bahia, and Pernambuco usually receive in value about $47,000,000; woolens, about $10,000,000; silks, $8,000,000. After these, rank next in commercial importance, provisions, flour (the great bulk of which comes from the United States); wines, and other liquors; metals, crude and manufactured; watches, jewelry, arms, ammunition, &c., &c.

The principal exports are coffee (which is shipped from Rio), and sugar (principally from Bahia and Pernambuco). Full a moiety of the former goes to the United States, and the latter chiefly to England, Trieste, and the Hanse-towns. The precious metals next follow in the rank of exports; then diamonds, skins (otter), hides, cotton, and tobacco. The two last, as well as sugar, though not to so great an extent, are either stationary or declining, as respects the quantities annually exported.

The proportions in which the commerce of Brazil is distributed among foreign countries are shown in the following table, condensed from the returns for one year (1841):

England 140,000,000 francs, or 36.8 per cent.....	Imports	100,000,000	francs.
	Exports	40,000,000	"
United States 48,000,000 francs, or 12.6 per cent.....	Imports	20,000,000	"
	Exports	28,000,000	"

France 36,000,000 francs, or 9.4 per cent	Imports	26,000,000 francs.
	Exports	10,000,000 "
Hanse-towns 35,000,000 francs, or 9 per cent.	Imports	14,000,000 "
	Exports	21,000,000 "
Portugal 27,000,000 francs, or 7.1 per cent.....	Imports	14,000,000 "
	Exports	13,000,000 "
Austria 18,000,000 francs, or 4.6 per cent	Imports	3,000,000 "
	Exports	15,000,000 "

Total number of vessels and tonnage employed in 1841: Vessels 3,480, carrying 770,000 tons. These were distributed among the principal foreign nations as follows: England, 145,000 tons; the United States, 110,000 tons; Portugal, 92,000 tons; Uruguay, 70,000 tons; Hanse-towns, 55,000 tons; France, 37,000 tons; coast of Africa, 29,000 tons, &c.

Commerce of Brazil with foreign nations in 1846.

The commerce of Brazil during this year exhibits a general increase, both in capital and mercantile operations, owing in a great measure to the re-establishment of tranquillity in the interior provinces. Brazil was also materially benefited in 1846 by the troubles which existed along La Plata, in Buenos Ayres and Montevideo. The supplies usually furnished by these neighboring countries having failed, Brazil was thrown upon her own resources to make up the deficiency; thus developing, to an increased extent, her abundant agricultural riches, and multiplying the productions of her own soil.

Another cause contributed no little to the general prosperity which marks the commercial movements of 1846. After the termination of the treaty of 1826 between England and Brazil, which had lapsed by its own limitation, the slave-trade became, as it were, reanimated, and contributed, no doubt by the impulse which it imparted to capital and commercial movements generally, to the prosperity and increased trade of this year.

The following table exhibits the value of imports and exports to and from Brazil in 1846 (from all countries):

Imports	194,861,000	francs (*a*)	=$36,244,146
Exports	177,662,000	"	= 33,045,132
Total	372,523,000	"	= 69,289,278

To this is to be added $10,691,000, a sum which approximates the values of imports and exports at Maranham, and other secondary ports, for which full returns cannot be reached, making the total trade of the empire 430,000,000 francs = $79,980,000.

The following exhibit shows the returns for 1846 compared with those for 1841:

1841.—Total trade of Brazil with foreign nations	$70,680,000
1846.—Total " " "	79,980,000
Increase since 1841	9,300,000

For the distribution of the trade of 1841 and 1846 among foreign nations, and specific details in relation thereto, see "Rio de Janeiro," *posteà.*

The receipts at the different custom-houses of Brazil, in 1852, reached 14,000 contos,(*b*) giving a total, in United States currency, of about $7,700,000. This shows a considerable increase

(*a*) The franc equals 18.6 cents.

(*b*) The conto equals 1,000 milreas.

over the receipts of 1851; but it was owing, not so much to an augmentation in the imports and exports, as to a more rigid enforcement of custom-house regulations. Still, while the exports of 1852 scarcely maintained the figure of the preceding year, there was a perceptible increase in the imports. The following comparative statements give the figures for these two years:

	1851.	1852.
Imports	$32,300,000	$34,200,000
Exports	31,920,000	32,680,000
Total	64,220,000	66,880,000

Analysis of imports, (by merchandise.)

		1851.	1852.
Tissues	Cotton ----packages--	42,000	45,000
	Wool ---------do----	5,200	10,000
	Linen---------do----	5,000	2,900
	Silk ----------do----	1,000	2,400
Jewelry, &c.----------do----		5,000	5,000
Hardware, cutlery, &c.--------do----		5,000	8,000
Wines----------pipes--		30,000	31,000
Coal ----------tons--		42,000	42,000
Butter ----------tons--		25,000	24,000
Beer ----------barrels--		23,000	19,000
Raisins ----------boxes--		19,000	17,000
Sweet-oil ----------pipes--		1,700	13,000
Cod-fish ----------boxes--		5,000	20,000

Analysis of imports, (by countries.)

	1851.	1852.
	Francs.	*Francs.*
England ----------	60,000,000	74,000,000
France----------	29,000,000	33,000,000
United States----------	27,000,000	24,000,000
Hanse-towns----------	8,000,000	12,000,000
Austria ----------	5,000,000	6,000,000
Belgium----------	6,000,000	6,000,000
Switzerland----------	4,000,000	5,000,000

Analysis of exports, (by merchandise.)

	1851.	1852.
	Francs.	*Francs.*
Coffee	132,000,000	140,000,000
Sugar	3,000,000	5,000,000
Hides	3,000,000	1,000,000
Woods	3,000,000	1,000,000

Analysis of exports, (by countries.)

	1851.	1852.
	Francs.	*Francs.*
United States	68,000,000	71,000,000
England	25,000,000	23,000,000
Hanse-towns	12,000,000	3,000,000
France	11,000,000	12,000,000
Belgium	7,000,000	8,000,000
Austria	8,000,000	7,000,000

The French official report, from which the preceding summary is derived, states that there were received from the United States 230,000 (*a*) barrels of flour, and from Europe 30,000 barrels; of which 15,000 barrels were shipped from Marseilles, and the remainder from Trieste and Antwerp.

Butter, salt, dried beef from the Plata, gin, dried and preserved fruits, fish-oil, linseed-oil, &c., maintained the figures of the preceding year; but, in the articles of beer, soap, wax and other candles, tea, and cod-fish, there was a diminution.

The following statement shows the relative share assigned to each country in the general importation of 1852:

Great Britain ..... $\frac{6}{16}$
France ..... $\frac{3}{16}$
United States ..... $\frac{2}{16}$
Germany, Belgium, Holland, and Switzerland ..... $\frac{3}{16}$
Portugal, Spain, and Italy ..... $\frac{2}{16}$

In the export trade of Rio de Janeiro for 1852, the share assigned to each country is as subjoined:

United States ..... $\frac{3}{8}$
Germany and Northern Europe ..... $\frac{2}{8}$
Great Britain ..... $\frac{1}{8}$
France and Belgium ..... $\frac{1}{8}$
Portugal, Spain, and Italy ..... $\frac{1}{8}$

(*a*) "Commerce and Navigation" (U. S. Report) gives, for 1852, 345,249 barrels.

The following tabular statement will be interesting as exhibiting the custom-house revenues of Brazil for the periods designated, and the sources whence derived:

Fiscal years.	DUTIES OF—				Total.
	Import.	Export.	Navigation.	Internal & extraordi'y.	
	Reas. (*a*)	*Reas.*	*Reas.*	*Reas.*	*Reas.*
1849–'50	17,830,029‖000	3,780,453‖000	345,580‖000	2,125,817‖000	24,081,879‖000
1850–'51	20,471,262‖000	4,706,696‖000	515,581‖000	2,237,125‖000	27,930,664‖000
1851–'52	24,793,046‖000	4,527,772‖000	546,944‖000	2,365,810‖000	32,233,572‖000
Increase in 1852 over 1851	4,321,784‖000	----------	31,363‖000	128,685‖000	4,302,908‖000
At the port of Rio Janeiro in 1851–'52	14,094,906‖000	2,555,648‖000	282,843‖000	1,733,347‖000	18,666,744‖000

The Minister of the Interior of Brazil, in his last annual report (for 1855) to the Legislative Assembly, presents much interesting information relative to the general progress of manufactures and agricultural industry throughout the empire. From this document, it appears that only two of the manufacturing establishments in the capital which have received the support of the government have succeeded—namely, a glass manufactory and a manufactory of lace. The finest productions of the former do not, however, compare with the glass-wares imported from foreign factories. A manufactory of tissues has also been established in the environs of Rio, which promises to succeed. Beyond the limits of the capital, there is a large establishment at Ponte-da-Arca for casting iron and brass, building steam-engines and machinery, and for ship-building. This is in a highly flourishing condition. During the year 1854, there were constructed at this place four steamboats, and in 1856 (at the date of the report) there were in course of construction two steamships and one sailing ship. The force employed at this establishment consists of 411 workmen, of whom 117 are Brazilians, 164 foreigners, and 130 slaves. Workmen are now engaged in erecting a sugar refinery, a distillery, and an establishment for manufacturing animal carbon. A tannery, located at Mahury, prepares, annually, about 5,000 hides.

In the province of Bahia, there are several cotton factories, one of which, in the city of Valenza, is on the largest scale. The tissues manufactured in this establishment largely exceed the wants of the province; the surplus is exported to other parts of the empire. There are, also, in the province of Bahia, three iron-foundries—one at the city of Bahia, another at Santo Anaro, and the third at Valenza. Those at Bahia and Santo Anara are in a flourishing condition.

In the province of Minas Gerães, there are several other foundries which give employment to about 2,000 operatives, and produce annually about 5,000,000 pounds of iron. There is also a cotton factory, which the minister's report represents to be in a flourishing condition. In the province of Pernambuco, there is a foundry represented to be prosperous. In the province of Amazon, (Alto-Amazonas,) there is an establishment for the manufacture of straw or chip hats, called Chilian hats; but, owing to the scarcity of workmen, the annual produce is, as yet, limited. In the province of San Pedro, merino sheep were introduced by the president or governor of the province from Germany, in 1854, and, since that time, their number has doubled. The report adds, that every effort is made by the government to introduce this breed into every province favorable to the rearing and improving of sheep. Silk, of the very finest quality, is produced in the colony of San Leopoldo, in the province of San Pedro, equal, it is represented, to the silk of Lombardy, Persia, and China; and, in the province of Rio de Janeiro, the finest marble is found, and in places of easy access.

(*a*) The present value of the rea in United States currency is 1,000 reas or 1 milrea=55 cents.

COFFEE.—Coffee is the leading staple of Brazil. Formerly, and for many years, St. Domingo was the source from which Europe derived its supplies of this article—the quantity exported from that island, at one time, having reached as high as 77,000,000 pounds; and had not the revolution broken out in 1792, it was estimated that there would have been exported that year about 84,000,000 pounds. That event, combined with other obvious causes, produced a total cessation in the supplies from this source. Being driven from St. Domingo, the culture of coffee at once became a leading branch of industry in Cuba, Jamaica, Surinam, and Java, and was, at a subsequent period, introduced with much success into Brazil. After the flight of John VI from Portugal to Brazil, in 1808–'9, the port of Rio de Janeiro was opened to foreign trade, and coffee soon became one of the leading staples of export. At that period the annual crop did not exceed 30,000 bags, or 4,800,000 pounds. In 1820, it reached as high as 100,000 bags, or 16,000,000 pounds. In 1817 and 1821 the supply was so small, that in the market of London it rose as high as 37½ cents per pound. This, of course, stimulated its cultivation in Brazil. The ruin of St. Domingo transferred, also, the culture of indigo to British India, and its culture was, at the same period, abandoned in Brazil.

Previously to the revolution in Hayti, there was exported from that island 76,835,219 pounds; in 1818 the exports fell to about 26,000,000 pounds; and now they do not exceed thirty-five to forty millions. In 1834, the year in which the emancipation act went into effect, Jamaica exported to England 18,268,888 pounds of coffee; five years later, the quantity had fallen to 9,423,197 pounds. The decline in the cultivation of coffee in this island, and the unrestricted supply of African slave labor in Brazil, combined to give a powerful impulse to its culture in that empire. Hence, in 1830, the crop reached as high as 400,000 bags, or 64,000,000 pounds; and in 1840, to 1,060,898 bags, or 169,743,680 pounds. The increase since 1840 has been very rapid, the crop of 1854 having reached the unprecedentedly high figure of 400,000,000 pounds.

The coffee-growing districts in Brazil are divided into Serra Abaxo (below the mountains) and Serra Acima (above the mountains). The cost of transporting the coffee from the plantation to market is about 2 cents per pound; and the actual cost of production is stated to be about 4½ cents per pound.

Comparative statement exhibiting the quantities of coffee produced in the world at different periods.

Countries.	1848.	1850.	1854.	1855.
	Pounds.	*Pounds.*	*Pounds.*	*Pounds.*
Brazil	270,000,000	280,000,000	400,000,000	320,000,000
Java	110,000,000	115,000,000	140,000,000	120,000,000
St. Domingo	40,000,000	45,000,000	40,000,000	35,000,000
Cuba and Porto Rico	40,000,000	30,000,000	25,000,000	20,000,000
British West Indies	10,000,000	5,000,000	5,000,000	5,000,000
Sumatra	10,000,000	15,000,000	15,000,000	15,000,000
Mocha, &c	5,000,000	5,000,000	5,000,000	5,000,000
Ceylon, India	25,000,000	35,000,000	40,000,000	50,000,000
Venezuela	20,000,000	25,000,000	25,000,000	20,000,000
Costa Rica	5,000,000	7,000,000	8,000,000	9,000,000
Total	535,000,000	562,000,000	703,000,000	599,000,000

The quantity produced in the empire, year by year, is not officially ascertained; but it has been approximated with sufficient exactness for practical purposes. Thus, estimating the population, as already stated, at about six millions, and allowing, as in the Antilles, 4½ pounds for

each inhabitant, we shall have, for home consumption, 27,000,000 pounds. This added to the amount annually exported—say 240,000,000 pounds—gives, as the whole quantity now year by year produced, 267,000,000 pounds.

The average quantities exported in 1844, 1845, and 1846, were, for each year, 210,000,000 pounds. In 1846 this amount ascended to about 240,000,000 pounds. The quantity exported in 1836 was 120,000,000 pounds, giving, in a period of ten years, an increase of 100 per cent. Of the whole quantity exported, about 50 per cent. goes to the United States; the remainder is distributed, chiefly, between the Hanse-towns, England, Trieste, and France.

The following statement, in pounds, affords an estimate of the annual consumption of coffee in the world:

United States and British provinces	210,000,000
German Zollverein	110,000,000
Austria and other German States	75,000,000
Holland and Belgium	90,000,000
France, Switzerland, and Southern Europe	125,000,000
Great Britain	40,000,000
Denmark, Sweden, and Norway	30,000,000
Russia	15,000,000
Cape of Good Hope, Australia, and California	15,000,000
Total	710,000,000

The preceding estimate, it will be observed, is considerably above the figures showing the production for any one of the years given; but the quantity of chicory used instead of coffee will more than supply the apparent deficiency.

Coffee was first imported into the United States from Brazil in 1809, the first importation consisting of 1,809 bags. From 1809 to 1849 the imports of coffee into the United States had increased from 1,809 bags to over 100,000,000 pounds; and in 1855 it reached as high as 135,369,383 pounds.

The following tabular statement presents an exhibit of the quantities of coffee imported from Brazil into the United States, and of flour exported from the United States to Brazil, during the years designated—these being the staple articles of exchange between the two countries; the course of trade during eight decennial periods, commencing with 1838 and ending with 1855, being indicated by comparison:

COFFEE.				FLOUR.			
Years.	Coffee imported.	Years.	Coffee imported.	Years.	Flour exported.	Years.	Flour exported.
	Pounds.		*Pounds.*		*Barrels.*		*Barrels.*
1838	27,411,986	1848	110,927,284	1838	125,275	1848	294,816
1839	48,694,294	1849	122,581,183	1839	177,337	1849	314,808
1840	47,412,756	1850	90,319,511	1840	197,823	1850	292,464
1841	69,857,964	1851	107,578,257	1841	282,406	1851	369,975
1842	61,248,742	1852	138,156,506	1842	198,317	1852	345,025
1843	88,777,782	1853	153,338,464	1843	192,454	1853	433,843
1844	95,291,484	1854	116,794,773	1844	288,181	1854	315,319
1845	78,553,616	1855	135,369,383	1845	209,845	1855	258,757

The following comparative tabular statement shows the quantities of coffee imported into the United States from Brazil, and the quantities of flour exported from the United States to Brazil,

with the total annual values of each, respectively; and the current price of flour per barrel, and of coffee per pound, for each year, for a period of eleven years—from 1844 to 1854, both inclusive.

Years.	Coffee to U. States from Brazil.	Values.	Flour from U. S. to Brazil.	Values.	Value of coffee, per lb.(a)	Value of flour, per bbl.
	Pounds.	*Dollars.*	*Barrels.*	*Dollars.*	*Cents.*	*Dols. cts.*
1844	95,291,484	5,802,901	288,181	1,493,413	$6\frac{1}{4}$	5 $18\frac{1}{8}$
1845	78,553,616	4,401,269	209,845	1,083,318	$5\frac{3}{5}$	5 $16\frac{1}{4}$
1846	97,535,697	5,964,513	296,460	1,675,756	$6\frac{1}{9}$	5 $65\frac{1}{4}$
1847	94,916,629	5,673,690	254,300	1,562,979	$5\frac{3}{4}$	6 $14\frac{1}{2}$
1848	110,927,284	5,969,993	294,816	1,952,212	$5\frac{1}{4}$	6 $62\frac{1}{6}$
1849	122,581,183	6,776,727	314,808	1,885,203	$5\frac{1}{2}$	5 $98\frac{3}{4}$
1850	90,319,511	7,422,608	292,464	1,649,696	$8\frac{1}{8}$	5 64
1851	107,578,257	8,881,105	369,975	2,021,631	$8\frac{1}{4}$	5 $46\frac{1}{4}$
1852	138,156,506	10,064,740	345,025	1,639,285	$7\frac{1}{4}$	4 $72\frac{1}{2}$
1853	153,338,464	11,844,414	433,843	2,434,187	$7\frac{3}{4}$	5 $61\frac{1}{13}$
1854	116,794,773	10,329,992	315,319	2,417,685	$8\frac{3}{4}$	7 $66\frac{3}{4}$

Sugar.—A glance at the preceding tables will show that coffee is the great staple export of Brazil to the United States, the produce of which is most steadily and rapidly advancing. The supply will, doubtless, always be equal to the demand, owing, in a great measure, to the facility and comparatively small expense attending its production; while the culture of sugar and cotton depends on contingencies, both temporary and permanent, which must materially affect the quantities annually produced. These contingencies may be briefly stated. The culture of sugar depends as much on the science of the manufacturer as on the capital and labor of the planter. Before it can reach the market of Rio, or of any of the other ports of the empire, it requires a vast expenditure of labor, the most assiduous attention, and an outlay of capital that absorbs fully one-half, if not more, of the gross yield. Besides, the abolition of the slave trade, and the severity with which the present laws of Brazil punish those detected in that traffic, must produce decided effects upon the production of those staples in the culture of which slave labor is indispensable.

Macgregor, in his "Commercial Tariffs and Regulations," says: "If there were not a constant supply from the coast of Africa, the slave population (of Brazil) would rapidly diminish, and many sugar engenhos (estates), in a very few years, would be unable to continue their operations."

To show more fully the effect, upon the cultivation of cotton and sugar, of the abolition of the slave trade, and of the rigorous measures lately adopted by the Brazilian government to enforce its laws relative to their clandestine introduction from the coast of Africa, further quotations from Macgregor (parts 20, 21, pp. 89, 90) may prove interesting:

"The number of slaves is various on different engenhos, but the average may be taken at thirty for field blacks, and ten for house and other blacks; and the average number of blacks belonging to the lavrodores (cane-planters who superintend the estates and receive from the proprietor a share of the produce) about twelve; making fifty-two the average number on each engenho, or 31,200 for the entire black population in the sugar district (of Pernambuco). * * * *

"The greater number of engenhos are very deficient in slaves, and the consequence is, that much work, not of immediate necessity for the production of a large quantity of sugar, is left undone, or very badly done, or else the slaves are very much overworked. There is a spirit of

(a) In calculating the value of coffee per pound, and of flour per barrel, the fractional parts between a unit and $\frac{1}{4}$, $\frac{1}{4}$ and $\frac{1}{2}$, $\frac{1}{2}$ and $\frac{3}{4}$, and $\frac{3}{4}$ and a unit, are generally omitted. These fractions would give no additional perceptible value to the barrel or the pound, though they would considerably affect the aggregate value of the whole.

emulation among the senhores d'engenho to make a large quantity of sugar with a small number of blacks; but instead of accomplishing this by the economization of labor and good management, it is generally done by driving the slaves at their work to the very extent of their strength, and even beyond it. This forced work they cannot resist many years; they become thin and languid; their skin dry and scurvy, and of a dark-slate color, instead of the polished black of a healthy negro. * * * * * During the seasons of the crop, which last from September to February or March, besides their usual day labor from six in the morning until six in the evening, they are divided into two gangs to work in the mill during the night; one gang working from six until midnight, and the other from midnight until six in the morning. * * * * Their work at this season is very hard, and it is common to see them alternately sleeping and waking without interfering with their occupations."

A French work on statistics, recently published, furnishes the following data relative to the present number of slaves in Brazil: "From a publication made in 1843 by Mr. Saturnino de Souza e Oliveira, chief officer of the customs in Brazil, the number of slaves has been computed at three millions, who are thus divided as to employment:

Slaves in Brazil.

Employed on the estates	2,500,000
Domestics	100,000
Without any special employment	200,000
Hired out, and others	200,000
Total	3,000,000"

The operation of the present rigid measures in force in Brazil, in respect to the slave trade, is seen in the following table, compiled from an American authority:

Slaves imported into Brazil from Africa.

1842	17,435	1847	50,172
1843	19,095	1848	60,000
1844	22,849	1849	54,000
1845	19,453	1850	23,000
1846	50,324	1851	3,287

The figures for 1851 evidence the vigilance of the government in the detection of those engaged in this traffic. It may be remarked, that of the 3,287 given for 1851, 1,006 were recaptured by the Brazilian cruisers and declared free.

How long, under these circumstances, sugar and cotton shall continue to be classed among the staples of Brazil, is scarcely left to conjecture.

Statement showing the quantities and values of sugar imported into the United States from Brazil during the years designated.

Years.	Pounds.	Values.
1844	6,258,288	$293,009
1850	10,100,618	418,998
1851	15,043,677	518,401
1852	19,738,093	639,700
1853	28,094,205	968,911
1854	11,118,228	390,942
1855	8,579,707	296,564

COTTON.—As regards the cultivation of cotton, it is well known that several insuperable drawbacks to its extension exist in Brazil. Among these, may be named the ravages of insects, the peculiarities of the climate, and the expense and difficulties attendant upon its transportation from the interior to the coast. Many years ago, it was ascertained in Brazil that the cotton-plant will not flourish near to the sea, and the plantations have, in consequence, receded further inland, as well to avoid this difficulty, as to seek new and fresher lands.

Tabular statement showing the quantities of cotton exported from Brazil to Great Britain, from the year 1840 *to* 1855, *and also to France, Spain, Portugal, and Belgium, for such portions of that period as can be supplied from official data—blanks indicating the absence of said data.*

Years.	Great Britain.	France.	Spain.	Portugal.	Belgium.
	Lbs.	*Lbs.*	*Lbs.*	*Lbs.*	*Lbs.*
1840	14,779,171	----------	----------	----------	----------
1841	16,671,348	----------	----------	----------	----------
1842	15,222,828	----------	----------	----------	----------
1843	18,675,123	----------	----------	----------	----------
1844	21,084,744	----------	----------	----------	----------
1845	20,157,633	----------	----------	----------	----------
1846	14,746,321	----------	----------	----------	----------
1847	19,966,922	----------	----------	----------	----------
1848	19,971,378	----------	----------	----------	----------
1849	30,738,133	----------	832,604	----------	14,690
1850	30,299,982	----------	----------	----------	None.
1851	19,339,104	(*a*)1,232,000	----------	----------	None.
1852	26,506,144	930,517	2,291,578	1,896,286	None.
1853	24,190,628	631,829	2,351,279	----------	None.
1854	19,703,600	287,802	----------	2,673,766	19,991
1855	24,577,952	(*a*)400,000	----------	1,767,445	----------
Aggregate	336,631,011	----------	----------	----------	----------
Annual average	21,039,438	----------	----------	----------	----------

The exportations of cotton from Brazil in 1843–'44 and 1853–'54 are stated, by Brazilian official authorities, as follows:

In 1853–'54	28,420,320	pounds.
In 1843–'44	26,056,160	"
Increase in ten years	2,364,160	"

In 1851–'52, the exportation amounted to 31,983,050 pounds; of which quantity Great Britain received 26,881,201 pounds, Spain 2,291,578 pounds, Portugal 1,896,286 pounds, and France 889,048 pounds. Of the total exportations in 1852–'53, Great Britain received, as appears from the same authorities, 22,575,122 pounds, Spain 2,351,279 pounds, Portugal 2,673,766 pounds, and France 543,611 pounds. The exports to Great Britain from Brazil

(*a*) The figures for these years are derived from the Havre Commercial "Revue" for 1855. Most of the remaining figures are taken from official returns of the respective countries, which will account for discrepancies exhibited by a comparison with the summary which follows, compiled from Brazilian authorities.

began in 1781; and from that period to the present time, the large bulk—at least four-fifths—of Brazilian-grown cotton goes to that kingdom.

Next to the United States, Brazil is the greatest producer of cotton in the western world; but to show how wide the interval between the two, the following statements, derived from foreign official publications, may not prove inappropriate or uninteresting:

Statement exhibiting the importation of cotton from the United States into France and other countries druing the years designated.

Years.	France.	Great Britain.	North of Europe.	Other countries.	Total.
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*
1845	359,357	1,439,306	134,501	150,592	2,083,756
1846	359,703	1,102,369	86,692	118,028	1,666,792
1847	241,486	830,909	75,689	93,138	1,241,222
1848	279,172	1,324,265	120,348	134,476	1,858,261
1849	368,259	1,537,901	165,458	156,226	2,227,844
1850	289,627	1,106,771	72,156	121,601	1,590,155
1851	301,358	1,418,265	129,492	139,595	1,988,710
1852	421,375	1,668,749	168,875	184,647	2,443,646
1853	426,728	1,736,860	171,176	193,636	2,528,400
1854	374,058	1,603,750	165,172	176,168	2,319,148
1855	----------	----------	----------	----------	2,244,209

The following table designates the ports in the United States from which the exportations given above took place, with the quantities from each port, respectively, to each country specified:

Ports from which exported.	COUNTRIES TO WHICH EXPORTED.				Total.
	France.	Great Britain.	N. of Europe.	Other countries.	
	Bales.	*Bales.*	*Bales.*	*Bales.*	*Bales.*
New Orleans	193,571	813,736	93,375	135,971	1,236,653
Mobile	76,752	231,230	14,466	14,515	336,963
Charleston	41,245	162,970	12,641	18,901	235,757
Savannah	6,487	92,363	2,921	670	102,441
Florida	1,965	43,086	2,429	1,710	49,190
Texas	4,275	6,191	8,001	----------	18,467
New York	49,763	245,746	29,845	2,752	328,106
Boston	----------	2,279	1,295	135	3,709
Philadelphia	----------	3,490	----------	1,472	4,962

Tabular comparative statement exhibiting the quantities of cotton imported into France from the United States, and from other countries, including Brazil, with the aggregates, from 1820 *to* 1855.

Years.	From United States.	From other places.	Aggregate.	Years.	From United States.	From other places.	Aggregate.
	Kilos.	*Kilos.*	*Kilos.*		*Kilos.*	*Kilos.*	*Kilos.*
1820	11,630,000	8,573,000	20,203,000	1838	43,780,000	7,479,000	51,259,000
1821	10,155,000	12,432,000	22,587,000	1839	34,832,000	5,702,000	40,534,000
1822	9,500,000	12,072,000	21,572,000	1840	48,581,000	4,361,000	52,942,000
1823	12,196,000	8,158,000	20,354,000	1841	50,350,000	5,520,000	55,870,000
1824	15,749,000	12,281,000	28,030,000	1842	52,332,000	4,995,000	57,327,000
1825	13,454,000	11,213,000	24,667,000	1843	56,135,000	3,865,000	60,000,000
1826	21,921,000	9,993,000	31,914,000	1844	54,249,000	4,643,000	58,892,000
1827	21,880,000	7,804,000	29,684,000	1845	56,642,000	4,116,000	60,758,000
1828	21,617,000	5,758,000	27,375,000	1846	60,760,000	3,467,000	64,227,000
1829	25,844,000	5,995,000	31,839,000	1847	42,225,000	3,297,000	45,522,000
1830	23,150,000	6,110,000	29,260,000	1848	43,249,000	1,660,000	44,909,000
1831	22,778,000	5,451,000	28,229,000	1849	60,931,000	3,233,000	64,164,000
1832	27,383,000	5,253,000	32,636,000	1850	54,919,000	4,547,000	59,466,000
1833	28,819,000	6,791,000	35,610,000	1851	53,914,000	4,570,000	58,484,000
1834	31,587,000	5,348,000	36,935,000	1852	66,740,000	5,329,000	72,069,000
1835	32,323,000	6,437,000	38,760,000	1853	70,221,000	4,870,000	75,091,000
1836	36,368,000	7,964,000	44,332,000	1854	67,453,000	4,141,000	71,594,000
1837	36,469,000	7,361,000	43,830,000	1855	71,897,000	4,241,000	76,138,000

From the foregoing table it will be seen that the importation of cotton into France, from other countries than the United States, including Brazil, from 1820 to 1855, has fallen off more than 50 per cent.; while from the United States it has increased more than 600 per cent.

From the subjoined table, showing the quantities of cotton received by the United States in the course of trade, during a period of five years, from other countries, it will be perceived that none is imported from Brazil:

Tabular statement showing the quantities of cotton imported into the United States, in pounds, and countries whence imported, for a period of five years, from 1851 *to* 1855, *both inclusive.*

Years.	Dutch West Indies.	British West Indies.	Hayti.	New Granada.	Venezuela.	Elsewhere.	All countries.
1851	----------	29,353	12,000	110,190	6,010	9,204	166,757
1852	22,474	6,756	----------	69,838	----------	145,480	244,548
1853	----------	252,892	215,799	192,267	61,310	360	722,628
1854	130	159,381	196,127	185,928	----------	3,644	545,210
1855	1,002	1,880,217	189,214	44,359	415	160	2,115,367
Aggregate	23,606	2,328,599	613,140	602,582	67,735	158,848	3,794,510
Average	4,721	465,720	122,628	120,516	13,547	31,769	758,902

It may be remarked that, with the exception of 42,522 pounds exported to England in 1853, no cotton imported into the United States was exported during the years designated.

The following statement shows the quantities of cotton produced and consumed in the United States, and the current prices per pound of the same, during a period of eleven years, from 1845 to 1855, both inclusive:

[Made up from United States authorities.]

Years.	BALES OF COTTON—		Prices. per lb.
	Produced.	Consumed.	
			Cents.
1845	2,394,000	389,000	5.92
1846	2,100,000	422,000	7.81
1847	1,779,000	421,000	10.34
1848	2,348,000	534,000	7.61
1849	2,729,000	518,000	6.40
1850	2,097,000	406,000	11.30
1851	2,355,000	508,000	12.11
1852	3,015,000	691,000	8.05
1853	3,263,000	671,000	9.85
1854	2,928,000	669,000	9.47
1855	2,847,000	593,000	8.74
Aggregate	27,855,000	5,822,000	--------
Average	2,532,000	529,000	8.87

RIO DE JANEIRO.

THE character and extent of the general trade between the United States and Brazil having thus been considered, it is now proposed to consider, separately, the provinces of leading commercial interest, and to show the movements of foreign trade, in ports which have become depots for the reception and exportation of their various productions.

First in the rank of commercial importance is the province and city of Rio de Janeiro. This province is supposed to be 60 leagues in length, and about 23 leagues in average breadth. It is generally mountainous; contains many lakes and rivers, none of which, however, are (for any commercial purposes) navigable; and has several excellent harbors, at one of which, Ilha Grande, whale-ships frequently call for the purpose of recruiting their stock of wood, water, and fresh provisions.

The *comarcas*, or districts, into which this province is politically divided, produce sugar, coffee, cotton, &c., which are conveyed to Rio by land, or, where there is a communication by water, in *lanchas* or flat-boats.

The city of Rio de Janeiro, the emporium of Brazil, stands on the western shore of the Bahia de Rio de Janeiro, one of the most magnificent inlets of the ocean in the South Atlantic. The entrance is between two large granite mountains, and is so entirely free from dangers and shoals, that foreign vessels entering do not require the services of a pilot. On entering the bay from the ocean, the Moro do Castello first presents itself in view, with its tall signal-staff and telegraph, which announces to the custom-house officers in the city the flag, class, and place of each vessel that appears in the offing. The anchorage-ground is soon reached, and the officers are immediately in waiting to point out the position assigned to each vessel as she arrives. At all seasons of the year, the flags of the merchant and war vessels of every maritime power may be seen at this anchorage. Those of the United States, Spain, Portugal, Sar-

dinia, Tuscany, Naples, France, Belgium, Bremen, Austria, Denmark, Sweden, England, the South American republics, and Brazil, are often seen at the same time floating over this magnificent harbor.

The port regulations require that all vessels shall anchor at sufficient distance apart to swing clear of each other, in all the different positions in which the ebbing and flowing tide may place them.

About 56 per cent. of the entire commerce of Brazil passes through the port of Rio de Janeiro. Hither is conveyed, from all the ports on the coast, from Bahia almost to the frontiers of the Argentine republic, all the produce intended for exportation or home consumption. Farina, beans, bacon, dried and salt meat, hides, horns, tallow, rice, tobacco, sugar, coffee, cotton—in a word, all the produce and manufactures of the different provinces are made tributary, either by land or water conveyance, to the wealth and commercial greatness of the Brazilian metropolis.

A numerous fleet of vessels is employed in the coasting trade, in supplying the different ports along the coast with the various productions of the soil and industry of America and Europe.

The chief foreign exports from Rio de Janeiro are—coffee (more than half of the whole going to the United States), sugar, cotton, hides, tobacco, otter skins, &c.

The following tables exhibit the general trade of Rio during several successive periods, made up from French official sources:

Commercial movement of Rio Janeiro in 1841.

Countries.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
England	47,060,000	17,850,000	64,910,000
United States	14,800,000	24,210,000	39,010,000
Hanse-towns	9,240,000	15,890,000	25,130,000
France	15,090,000	6,510,000	21,600,000
Portugal	6,790,000	6,440,000	13,230,000
Austria	1,460,000	6,250,000	7,710,000
Uruguay	6,450,000	650,000	7,100,000
Belgium	1,350,000	4,100,000	5,450,000
Denmark	700,000	4,560,000	5,260,000
Sweden	1,700,000	2,410,000	4,110,000
Italy, Two Sicilies, and Sardinia	2,270,000	1,750,000	4,020,000
Spain	2,580,000	1,100,000	3,680,000
Buenos Ayres	2,640,000	1,900,000	4,540,000
Netherlands	540,000	560,000	1,100,000
Chili	765,000	----------	765,000
Other countries	5,565,000	800,000	6,365,000
Total in 1841	119,000,000	94,980,000	213,980,000
Total in 1840	94,950,000	95,440,000	190,390,000

Increase in total amount over 1840 = francs 23,590,000, equal to $4,387,740.

Tonnage employed in the trade of 1841: Total vessels, 1,705, of 416,000 tons—of which, from and to the United States, there were 289 vessels, of 77,000 tons.

Tonnage, &c., of 1841, compared with that of 1840:

1841	1,705	vessels:	416,000	tonnage.
1840	1,640	"	399,200	"
Excess over 1840	65	"	16,800	"

The rapid and steady increase of the foreign commerce of Rio de Janeiro is better illustrated by the following returns:

Commercial movement of Rio de Janeiro in 1846.

Countries.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
England and possessions..	52,960,000	24,230,000	77,190,000
United States.....	20,440,000	38,750,000	59,190,000
France.....	20,720,000	9,800,000	30,520,000
Hanse towns.....	5,020,000	13,330,000	18,350,000
Portugal	8,920,000	6,950,000	15,870,000
Spain	4,710,000	1,630,000	6,340,000
Switzerland.....	4,490,000	.....	4,490,000
Belgium	2,670,000	4,320,000	6,990,000
Uruguay and La Plata....	2,180,000	1,580,000	3,760,000
Sardinia.....	2,050,000	2,000,000	4,050,000
Sweden and Norway	1,740,000	2,710,000	4,450,000

Africa, Austria, Denmark, Turkey, Russia, the Two Sicilies, Prussia, Netherlands, Chili, and other countries participate in this foreign trade to an extent ranging in value from 6,000,000 francs to 4,000,000 each, making the total trade for—

1846.....	256,640,000 francs	= 47,735,040	dollars.
1845	236,800,000 "	= 44,044,800	"
Increase over 1845	19,840,000 "	= 3,690,240	"

All foreign nations shared equally in the large augmentation which the returns of 1846 exhibit over those of 1845. Some of the causes that contributed to this increase have been already adverted to. The true cause, however, to which all others are but auxiliary, is the admitted capacity of Brazil to multiply her staple productions, particularly coffee, to the fullest extent of the foreign demand, if she will only avail herself of the abundant resources with which nature has so bountifully supplied her.

The quantity of coffee exported increased 23,764,000 kilogrammes (*a*). Sugar, on the other hand, diminished 3,096,000 kilogrammes. The exports of coffee, during this year, (1846) were—

To England.....	39,000,000	kilos.
United States.....	38,000,000	"
Hanse-towns.....	10,000,000	"
Austria.....	5,000,000	"
France.....	4,000,000	"
Belgium	3,000,000	"
Sweden and Norway.....	2,500,000	"
Denmark.....	2,400,000	"
Portugal.....	1,500,000	"
Russia	1,000,000	"
Other ports	1,600,000	"
	108,000,000	"
Value	81,000,000	francs.

(*a*) Each weighing about 2.20 lbs. avoirdupois.

The course of exchange, which varied from 313 to 374 reas per franc, ruled in 1846 at 335 reas per franc, or 18.6 cents—equal to 55 cents per 1,000 reas.

The following table gives the number of vessels, and their tonnage, engaged in the trade of 1846, with the countries whence they came:

Countries whence.	No. of vessels.	Tonnage.
Brazilian ports	72	15,600
United States	366	95,600
England and possessions	415	89,700
La Plata and Uruguay	197	45,500
Portugal	218	44,500
Africa	146	28,800
Hanse-towns	97	23,800
Spain	102	20,400
France	95	19,080
Austria	46	9,300
Belgium	39	8,000
Sardinia	33	6,700
Chili	28	5,850
Denmark	22	5,550
Sweden and Norway	21	4,200
Other countries	80	17,460
Total in 1846	1,977	440,040
Do. 1845	1,762	389,070
Increase over 1845	215	50,970

Tonnage to and from the United States in 1846: Vessels 366, of 95,600 tons. Tonnage in 1843: Vessels 328, of 76,900 tons. Increase in 1846 over 1843, vessels 38, tonnage 18,700.

Summary of the trade of Rio de Janeiro in 1848.

Total imports	134,500,000 francs.
Total exports	134,080,000 "
Total imports and exports	268,580,000 "

Tonnage, &c.—Entered 213,900 tons; cleared 191,200 tons: total 405,100 tons; of which, from and to—

The United States	89,000 tons.
Great Britain	65,000 "
Portugal	47,000 "
France	18,400 "
Other countries	185,700 "
Total	405,100 "

Course of exchange at Rio de Janeiro in 1848:—359 reas per franc, or 56 cents (nearly) per milrea.

The navigation of the port of Rio de Janeiro in 1851 is exhibited in the following table:

ARRIVALS.

Arrivals from foreign ports.	Vessels.	Tons.
With cargo for port	947	237,567
Other destinations	51	16,158
On way to California	28	10,428
In ballast for foreign countries	167	49,715
In ballast for home ports	17	3,479
Total in 1851	1,210	317,347
Total in 1850	1,020	264,616
Increase over 1850	190	52,731

DEPARTURES.

Clearances to foreign ports.	Vessels.	Tons.
With products of country	05	285,238
With foreign products	171	87,427
For California	6	2,488
In ballast for foreign countries	76	33,490
In ballast for home ports	80	26,053
Total in 1851	1,138	434,696
Total in 1850	1,080	380,671
Increase over 1850	58	54,025

The leading articles imported in 1851 were as follows: Cottons 42,560, woolens 5,488, linens 5,695, silks 1,088, and mixed goods 1,263 packages; codfish 54,602 quintals; coals 42,007 tons; ale and porter 23,704 barrels; flour 283,893 barrels; candles, sperm 90, composition 6,052, and tallow 25,561 boxes; wines, Portugal 14,033, Mediterranean 7,644, and Bordeaux 4,421 pipes; butter 25,561 firkins; cordage 5,480 coils, &c.

The produce of the country exported in the same year consisted of: Coffee 2,033,743 bags; hides 147,296; sugar 7,824 cases; rum 3,892 pipes; rice 8,229 bags; horns 256,949; tobacco 28,755 rolls;(*a*) rose-wood 36,547 pieces; half-tanned hides 12,744; tapioca 17,737 barrels, &c.

The arrivals coastwise in 1851 were 1,935 sail vessels, and 359 steamers, with an aggregate of 221,647 tons; and the departures were 1,863 sail vessels, and 380 steamers, with an aggregate of 225,002 tons.

The total imports and exports of the empire in 1851 exhibit an increase of 33 per cent. over the average of the four preceding years. Could Brazil be induced to abolish the heavy export duties which she levies on her staple productions, the increase would largely exceed this figure. The article of coffee alone would, in a short period, fully make up for any deficiency in her revenue caused by the abolition of these duties, in the increased demand for that article for foreign markets. Besides, the stimulus which would in consequence be imparted to that branch of agricultural labor, would present an incidental benefit which could hardly escape the observation of a sagacious legislator.

(*a*) The roll equals 96 lbs.

The subjoined figures show the amount of these export duties from 1846 to 1851:

1846–47	3,966,000 milreas (*a*)
1847–48	4,118,000 "
1848–49	3,834,000 "
1849–50	3,780,453 "
1850–51	4,706,696 "

Tabular statement exhibiting, in detail, commercial movements at the port of Rio de Janeiro in 1851, *and the relative share thereof assigned to each foreign nation.*

Countries.	NAVIGATION.		COMMERCE.		
	Entered and cleared.		Imports.	Exports.	Total.
	Vessels.	*Tons.*	*Francs.*	*Francs.*	*Francs.*
United States	524	154,000	27,680,000	67,640,000	95,320,000
Great Britain and possessions	370	124,000	60,610,000	22,690,000	83,300,000
Portugal	151	39,600	10,800,000	5,390,000	16,190,000
France	134	39,000	29,330,000	10,540,000	39,870,000
Uruguay	122	31,200	2,020,000	2,690,000	4,710,000
Argentine Republic	98	26,150	3,240,000	3,520,000	6,760,000
Denmark	91	25,500	1,020,000	4,320,000	5,340,000
Austria	77	20,740	2,900,000	5,590,000	8,490,000
Hanse-towns	74	20,200	7,440,000	12,100,000	19,540,000
Spain	68	19,400	3,980,000	200,000	4,180,000
Prussia	69	19,100	970,000	1,160,000	2,130,000
Belgium	60	16,400	5,910,000	7,180,000	13,090,000
Other countries	510	157,130	9,600,000	23,930,000	33,530,000
Total	2,348	692,420	165,500,000	166,950,000	332,450,000

Comparative statement showing the inward navigation of Rio de Janeiro in the years 1851 *and* 1852.

Foreign flags.	1851.	1852.	Foreign flags.	1851.	1852.
	Vessels.	*Vessels.*		*Vessels.*	*Vessels.*
United States	300	255	Belgium	30	30
Great Britain	217	228	Austria	34	25
Portugal	104	90	Holland	11	17
Hanse-towns	90	72	Prussia	16	16
Sweden and Norway	114	72	Russia	20	11
France	78	68	Other countries	46	90
Denmark	72	67			
Spain	30	14	Total	1,210	1,099
Sardinia	48	44			

(*a*) The milrea is equivalent to 55 *a* 56 cents United States currency.

Brazilian flag.—On foreign voyages	449	vessels.
On coasting trade	1,612	"
Total	2,061	

The total value of the commercial movements at the port of Rio de Janeiro, in 1852, was 353,000,000 francs—equal to $67,070,000; showing a large increase over the trade of the preceding year. Of the above total, there was, for imports 180,000,000 francs, and for exports 173,000,000 francs. The following condensed summary shows the trade of the principal commercial countries with Rio, during this year: Great Britain and possessions, 74,000,000 francs; imports consisted chiefly of cottons, woolens, provisions, hardware, coal, &c. France, 34,000,000 francs; imports—liquors, tissues, cutlery, articles of fashion, &c. United States, 23,000,000 francs; imports—provisions, stores, &c. Portugal, 14,500,000 francs; imports—wines, provisions, &c. Hanse-towns, 11,000,000 francs; imports—general cargoes. Buenos Ayres and Montevideo, 5,000,000 francs; imports—provisions, skins, &c.

The exports of Rio de Janeiro this year were in value:

Coffee, about	140,000,000	francs.
Diamonds and pearls	15,000,000	"
Sugar	5,000,000	"
Tobacco and cigars	3,500,000	"
Hides and skins	2,550,000	"
Cabinet woods	1,800,000	"

According to the official report of the custom-house of Rio de Janeiro, there was exported from that port to the United States, up to 30th June of this year (1852), 952,489 bags of coffee, of 160 pounds each—making, in all, 152,398,240 pounds. (*a*) The total quantity of coffee exported the same year is stated to have been 1,896,609 bags, or 303,457,440 pounds. The quantity sent to the United States was thus distributed:

New Orleans	346,262	bags.
New York	260,179	"
Baltimore	207,792	"
Philadelphia	81,125	"
Charleston	25,732	"
Boston	11,758	"
Mobile	11,261	"
Savannah	4,369	"
San Francisco	4,011	"
Total	952,489	"

The following table exhibits the exports of coffee, in bags, from Brazil to New Orleans, from 1842 to 1852, both inclusive:

1842	126,210	1848	259,371
1843	85,438	1849	299,129
1844	161,082	1850	229,013
1845	167,669	1851	274,690
1846	215,031	1852	346,262
1847	205,111		

It is stated that the first importation of coffee into New Orleans direct from Brazil took place

(*a*) The U. S. Report for 1852 gives only 138,156,506 pounds of coffee from Brazil.

in 1835; and that, from that year to 1840, or during a period of six years, the quantity thus directly imported from Brazil did not exceed 44,000 bags; while, in the year 1840 alone, there were received, at that port, from Cuba, 91,000 bags. Cuba, however, has now almost entirely ceased to export coffee—has ceased, at least, to any considerable extent.

Comparative statement showing the quantities of coffee exported from Rio de Janeiro, from 1851 *to* 1855, *both inclusive.*

Years.	Bags.	Pounds.
1851	2,033,743	325,398,880
1852	1,896,609	303,457,440
1853	1,637,663	262,026,080
1854	1,987,632	318,021,120
1855(*a*)	2,409,099	385,455,840
Total	9,964,746	1,594,359,360
Annual average	1,992,949	318,871,872

From official publications received as these pages go to press, it appears that the general foreign commerce of Brazil in 1854 was unusually prosperous. The agricultural productions of the empire, the chief basis of its foreign trade, exceeded those of the preceding year; the returns for the port of Rio de Janeiro reaching as high as 338,000,000 francs, showing an excess over those of the preceding year of 13,000,000 francs. The total number of vessels that entered the port of Rio de Janeiro in 1854 was 1,064, and in 1855 1,285; while, in 1853, there entered only 1,054 vessels; showing an increase for 1854 of 10, and for 1855 of 231 vessels over 1853. The following tabular statement shows how the navigation of this port was distributed in 1853 and 1854:

Nationality.	NO. OF VESSELS.	
	1853.	1854.
United States	279	231
England	264	260
Portugal	123	123
France	54	63
Hanse-towns	72	63
Spain	43	44
Sweden and Norway	72	44
Montevideo	22	37
Buenos Ayres	18	43
Belgium	36	32
Denmark	61	32
Sardinia	12	10

For many years the United States occupied the first rank in the navigation of Rio de Janeiro. It will be perceived from the preceding table, that England claims the precedence in 1854, a

(*a*) The exportation during the first six months of 1856 amounted to 837,776 bags, or 134,044,160 lbs.

fact which is attributed to the falling off in that year in the importation of flour from the United States. The new line of steamers, established in 1853 between Liverpool and Rio de Janeiro, touching at the same places as the Southampton line—namely, Lisbon, Madeira, Teneriffe, St. Vincent, Pernambuco, and Bahia—notwithstanding the fears as to its success, continued, in 1854, its monthly service with activity and profit. Besides these two lines of steamers, a company, composed of Brazilian and Portuguese merchants, has established a line between Lisbon and Rio, touching at the same points; but this line had, in 1854, but one steamer in service, the voyages of which, however, proved very successful.

The port of Rio de Janeiro is becoming yearly more important as the centre of South Atlantic commerce. The number and tonnage of vessels which entered in 1855 were augmented a third when compared with 1845, and more than a half over the number and tonnage of vessels in 1835. From 1850 to 1854 the average increase, during the five years, was nearly a fifth. The following statement exhibits this progressive movement:

Years.	Vessels.	Tons.
1835	572	134,912
1845	878	158,940
Average 1850–'54	----------	214,238
1855	1,285	380,872

These figures exhibit the results of foreign navigation only. The coasting trade is shown as follows:

Years.	Vessels.	Tons.
1835	1,920	115,117
1845	2,602	168,872
Average 1850–'54	2,390	230,228
1855	3,068	318,229

The employment of steamboats in the navigation of Rio de Janeiro is yearly extending. In 1845 the number of steamboats engaged in the trade of the port of Rio was 239. In 1855 the number reached 431. Fourteen companies, owning 39 steamboats, with an aggregate of 2,428 horse-power, keep up the communications between Rio de Janeiro and the other maritime towns of the empire. There are, also, four tow-boats with an aggregate of 187 horse-power.

The following tabular statement exhibits the value of leading importations into Rio de Janeiro in 1854:

1*st.*—*By merchandise.*

Liquors, wines, tea, &c.	17,000,000	francs.
Provisions, flour, butter, &c.	24,000,000	"
Lamp-oil, fat, tallow, soap, &c.	4,000,000	"
Hatters' wares, dry goods, laces, fancy ware, &c.	9,000,000	"
Tissues of cotton	31,000,000	"
" wool	7,000,000	"
" linen	8,000,000	"
Paper, books, &c.	4,000,000	"
Skins and leather, shoes, &c., saddlery, &c.	4,000,000	"
Broom wares, willow wares, woods, furniture, &c.	8,000,000	"

Pottery wares, porcelain, &c.	3,000,000 francs.
Watches, jewelry, hardware, &c.	10,000,000 "
Coal, metals, unmanufactured and wrought, &c.	11,000,000 "
Saltpetre, powder, arms, sea-stores	5,000,000 "
Sundries	19,000,000 "

2d.—By countries from which imported.

AFRICA	350,000 francs.
AMERICA:	
United States	18,000,000 "
Buenos Ayres	1,400,000 "
Montevideo	1,600,000 "
Chili	700,000 "
CENTRAL EUROPE:	
England and possessions	56,000,000 "
Austria	2,000,000 "
Belgium	5,000,000 "
France	32,000,000 "
Switzerland	4,000,000 "
SOUTHERN EUROPE:	
Spain	5,000,000 "
Portugal	14,000,000 "
Sardinia	3,000,000 "
Sicily and Naples	400,000 "
Turkey and Levant	300,000 "
NORTHERN EUROPE:	
Holland	1,300,000 "
Hanse-towns	12,000,000 "
Denmark	3,000,000 "
Sweden and Norway	3,000,000 "
Prussia	1,700,000 "
Fisheries	100,000 "
Other places	4,000,000 "

As regards the export trade of Rio de Janeiro in 1854, the returns at hand are not so minute. Of coffee, however, the chief article of export from the Brazilian market, there were exported this year 1,987,632(*a*) bags, weighing an aggregate of 318,021,120 pounds, of which, 89,900 bags, or 143,984,000 pounds, were sent to the United States. The quantities exported the previous year was 1,637,663 bags, or 262,026,080 pounds. The quantity of sugar exported was less than that of 1853—namely, 5,905 hhds. and 1,739 barrels.

The following *resumé* exhibits the total results of 1854:

	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
Value in 1854	171,000,000	167,000,000	338,000,000
Value in 1853	164,000,000	161,000,000	325,000,000
Increase in 1854	7,000,000	6,000,000	13,000,000

(*a*) A commercial letter from Rio makes this number 1,986,800 bags.

The revenue collected at the custom-house of Rio exhibits an increase corresponding with that of the import trade of this port. This is shown by the following comparative statement of receipts:

1835	3,583,000	milreas.
1845	8,043,000	"
1855	13,077,000	"

The last year (1855) does not exhibit the maximum. This was reached in 1852, the amount that year exceeding 14,775,600 milreas, or over $7,000,000.

IMMIGRATION.—The immigration returns of Rio furnish the following statistics:

Years.	Entered.	Departed.
1851	9,585	1,540
1852	6,870	1,887
1853	9,645	1,981
1854	8,673	1,773
Aggregate	34,773	7,181
Annual average	8,693	1,795

The immigrants are, most generally, Portuguese, who are employed in the mechanic trades, in commercial pursuits, as domestics, &c. Some hundreds are sent to the new colonies, where they constitute almost the only aid which Brazilian agriculture receives annually from foreigners. There arrived in 1851 and in 1852 a large number of German settlers, engaged in Europe by the agents of the colonial directors. On their arrival these colonists became dissatisfied, and hence German immigration has almost entirely ceased. In 1851, there arrived of this class of immigrants, 2,958 persons; in 1852, 1,047 persons; in 1853, 349 persons; and in 1854, only 295.

BAHIA.

THERE is but little authentic commercial information from the interior of this province; although to the province of Bahia may, perhaps, be attributed, in some degree, the credit of conferring the name of *Brazil* on the whole country. Americus Vespucius, on his first voyage from Bahia de Todos os Santos, (the Bay of All Saints) carried home a cargo of dyewood, which, when cut in pieces, resembled *brazos,* or coals of fire. From this circumstance, the wood as well as the country acquired the name of Brazil.

In 1843, Bahia and the neighboring province of Sergipe contained 728 sugar plantations, 172 distilleries, 7 snuff and 55 cigar manufactories; 1 paper, 4 soap, 4 candle factories, and 1 factory for cotton; 78 saw-mills; 11 ship-yards; 9 printing presses, and 10 newspapers. The staple production is sugar.

The city of Bahia, or San Salvador de Bahia, stands on the western shore of the Bay of All Saints, which extends 28 miles from north to south, and 20 from east to west. There are two entrances to the bay—one on the eastern, and one on the western side; of which, the eastern, being 5 miles wide, is used by all large vessels. The other, on account of its shallowness, can only be used by coasting vessels. The best anchorage is immediately opposite the city of Bahia.

The commerce of Bahia is said to have been declining for a number of years, and the suppression of the slave-trade is alleged as the principal cause,—Bahia, being immediately opposite the coast of Africa, having always been the principal rendezvous for those engaged in that traffic. This decline may be real as regards the production of tobacco; but the diminution of the principal staple, sugar, if the average quantity for several successive years be taken, is not so perceptible.

In 1817, 660,000 arrobas (32½ lbs. each) of tobacco were exported; in 1840, only 231,243 arrobas; showing a decrease of 428,757 arrobas during that period.

A summary view of the navigation and commerce of Bahia with foreign nations in 1846 is subjoined:

NAVIGATION.

Total number of vessels entered	328	of 111,543	tons.
" " " cleared	352	of 117,849	"
Total entered and cleared	680	229,392	"
Total number of vessels entered from the United States	11	of 10,805	tons.
" " " cleared for the United States	10	of 5,102	"
Total entered and cleared	21	15,907	"

The coastwise trade between Bahia and the other ports of Brazil employed, in 1846, a total of 1,553 vessels, carrying 156,453 tons.

COMMERCE.

The foreign commerce of Bahia with all countries in 1846 is stated as follows:

Years.	Imports.	Exports.	Total.
	Francs.	*Francs.*	*Francs.*
1846	38,977,000	33,340,000	72,317,000
1845	37,909,000	36,063,000	73,972,000
	1,068,000	2,723,000	1,655,000

Decrease in total trade, 1,655,000 francs, or $307,830.

The preceding statement shows a decrease in the value of exports of 2,723,000 francs, and an increase in that of imports to the amount of 1,068,000 francs. This fact is accounted for by the diminished quantity of sugar produced, and consequently exported, during that year. All other exports from Bahia averaged, and in some descriptions of merchandise exceeded, the exports of the preceding year.

The imports from the United States, this year, consisted of cottons valued at 2,522,000 francs, or $469,092; and of flour, valued at 610,000 francs, or $113,460.

The navigation and commerce of Bahia in 1847 were as follows:

1847.—Number of vessels entered and cleared	554	: Tonnage		155,682
1846.— Do. " " "	680	: Do.		229,392
Decrease in 1847	126	: Do.		73,710

	Francs.		*Francs.*
1847.—Imports	32,817,000	1846.—Imports	38,978,000
Exports	27,069,000	Exports	33,339,000
Total	59,886,000	Total	72,317,000

Decrease in 1847, in total trade, 12,431,000 francs, or $2,312,166.

The following tabular statements exhibit the general movements of navigation and commerce at the port of Bahia from 1851 to 1855, both inclusive:

Statement showing the value of imports and the amount of duties levied thereon, in Brazilian and United States currency, at the port of Bahia, from 1851 *to* 1855, *both inclusive.*

Years.	VALUES OF IMPORTS IN—		AMOUNTS OF DUTIES IN—	
	Brazilian currency.	U. States currency.	Brazilian currency.	U. States currency.
	Milreas.	*Dollars.*	*Milreas.*	*Dollars.*
1850–'51 (*a*)	13,102,000(*b*)	7,206,100	3,587,000	1,972,850
1851–'52	14,856,000(*b*)	8,170,800	4,131,000	2,272,050
1852–'53	14,895,259	8,192,392	4,008,169	2,204,492
1853–'54	13,212,390	7,266,814	3,458,905	1,902,398
1854–'55	13,586,068	7,472,337	3,542,123	1,948,167

Statement showing the value of exports from the port of Bahia, in Brazilian and United States currency, from 1853 *to* 1855, *both inclusive.*

Years.	VALUES OF EXPORTS IN—	
	Brazilian currency.	U. States currency.
	Milreas.	*Dollars.*
1852–'53	10,656,745	5,861,209
1853–'54	10,431,104	5,737,107
1854–'55	11,782,833	6,480,558

Statement showing the number and tonnage of vessels that entered the port of Bahia from foreign ports, from 1853 *to* 1855, *both inclusive.*

Years.	Vessels.	Tons.
1852–'53	493	131,527
1853–'54	391	120,300
1854–'55	433	135,263

(*a*) The commercial year of Brazil closes, like that of the United States, June 30.

(*b*) The figures for these two years are given in round numbers, omitting the hundreds. For the remaining years the figures are exact, as derived from the official records of the custom-house at Bahia, omitting only the fractional parts of the milrea.

The following table exhibits the details of the above statement for 1854–'55, showing the number of vessels belonging to each nation, and the number thereof with cargoes, and in ballast to procure freight:

Nationality.	No. of vessels.	With cargoes.	In ballast.	Nationality.	No. of vessels.	With cargoes.	In ballast.
United States	25	22	3	British	162	125	37
Bremen	9	4	5	Portuguese	59	48	11
Belgian	3	3	------	Sardinia	18	17	1
Danish	10	5	5	Swedish	22	4	18
French	38	19	19	Norwegian	3	1	2
Brazilian	25	18	7	Argentine	1	------	1
Hamburg	18	14	4	Uruguayan	1	1	------
Spanish	22	12	10	Oldenburg	1	1	------
Hanoverian	4	3	1				
Dutch	10	4	6	Total	433	301	132
Lubeck	2	------	2				

Statement showing the description, quantities, and values of merchandise exported from the port of Bahia from 1853 *to* 1855, *both inclusive.*

Description of merchandise.	No., weight, or measure.	1852–'53.		1853–'54.		1854–'55.	
		Quantities.	Values.	Quantities.	Values.	Quantities.	Values.
Rum	Medidas	1,477,326	284,008	1,662,305	432,328	2,592,839	720,663
Cotton	Arrobas	69,211	386,809	14,636	80,720	23,791	131,280
Sugar	do	4,368,959	7,013,272	3,182,325	6,207,445	3,362,750	6,319,813
Cocoa	do	18,204	33,981	32,182	64,551	26,485	57,371
Coffee	do	102,403	348,974	110,940	493,296	266,634	1,006,986
Cigars	M	2,100,800	18,615	1,829,975	13,913	785,730	8,002
Horns	do	42,650	1,279	40,548	1,216	16,613	509
Hides	Arrobas	71,624	260,226	92,389	444,253	107,710	622,744
Diamonds, rough	Octavos	4,072	1,221,758	1,938	581,406	3,188	956,409
Tobacco	Arrobas	347,154	857,200	611,144	1,757,065	575,772	1,663,872
Wood, rose, &c	Dozens	1,182	104,689	2,901	218,703	1,753	143,529
Piassava	Bundles	111,231	21,411	133,519	26,250	233,051	51,278
Zebra wood	Arrobas	11,616	17,424	1,222	2,256	774	1,116
Tapioca	Alquieres	2,544	5,844	447	1,418	1,691	5,085
Various	----------	----------	81,255	----------	106,284	----------	94,157
Total milreas	----------	----------	10,656,745	----------	10,431,104	----------	11,782,833
Total dollars	----------	----------	5,861,209	----------	5,737,107	----------	6,480,558

Statement exhibiting, in detail, the value of imports at the port of Bahia, from 1853 *to* 1855, *and the nations that participated therein, in milreas—each milrea being equal to* 55 *cents U. S. currency.*

Countries.	1852–'53.	1853–'54.	1854–'55.
Great Britain	8,810,684	7,543,256	8,343,805
France	1,019,376	990,238	982,515
Portugal	1,077,585	934,084	900,844
Hanse-towns	970,589	955,057	950,737
Sardinia	220,068	214,396	166,233
Austria	193,132	227,894	34,054
United States	438,576	289,234	430,908
Argentine Republic	341,023	303,687	269,922
Belgium	255,389	183,997	130,826
Spain	25,148	21,848	25,757
Holland	22,243	23,245	45,227
Denmark	12,393	149,196	11,436
Two Sicilies	----------	----------	5,848
Sweden and Norway	14,660	7,034	12,684
Africa (Negritia)	206,674	143,635	309,935
Portuguese possessions	6	49,952	166
From ports in Brazil	976,570	890,040	779,374
Re-exported to ports in Brazil	159,956	89,667	107,004
Re-exported to foreign ports	151,187	195,931	78,793
Total in milreas	14,895,259	13,212,390	13,586,068
Total in dollars	8,192,392	7,266,814	7,472,337

It will have been observed from the totals in the table exhibiting the values of imports at the port of Bahia from 1853 to 1855, that the years 1853–'54 and 1854–'55 show a considerable falling off when compared with the year 1852–'53. This was owing chiefly to the prevalence of the epidemic cholera and yellow fever, which have proved so fatal during the past few years in the province of Bahia, as well as in other provinces of the empire.

In 1853, imports amounted in value to $8,192,392; in 1854 they fell to $7,266,814; and in 1855 they stood $7,472,337.

The mortality statistics, exhibiting the ravages of cholera in the capital and throughout the province of Bahia during the existence of that epidemic (up to May 4th, 1856), are condensed from official reports, as follows:

Districts.	MORTALITY.		
	Cholera.	Other diseases.	Total.
Capital, including suburban parishes	4,870	3,017	7,887
Cachocira, including two cities and suburban parishes	8,379	59	8,438
S. Amaro, including two cities and municipal parishes	8,100	----------	8,100
Nazareth, including one city, two towns, and municipal parishes	3,205	----------	3,205
Valenza, including one city, one town, and respective parishes	1,860	----------	1,860
Total in province of Bahia	26,414	3,076	29,490

The total population of the province of Bahia, including the capital, is about 800,000. The cholera, therefore, swept off a little over 3⅓ per cent. of the whole population.

The following table exhibits the mortality statistics of the yellow-fever hospital at Bahia, from 1853 to 1855, so far as they relate to foreigners:

Nationalities.	1853.			1854.			1855.		
	Entered.	Cured.	Died.	Entered.	Cured.	Died.	Entered.	Cured.	Died.
Americans (U. S.)	1	------	1	8	5	3	21	18	3
Germans	1	------	1	------	------	------	56	44	12
Danes	3	3	------	17	11	6	19	15	4
French	2	------	2	37	25	12	88	48	40
Spaniards	------	------	------	10	5	5	17	11	6
Dutch	------	------	------	14	6	8	4	1	3
Italians	------	------	------	------	------	------	17	11	6
English	14	1	13	106	59	47	185	135	50
Norwegians	1	------	1	------	------	------	11	5	6
Portuguese	12	8	4	53	34	19	99	66	33
Sardinians	7	4	3	9	4	5	5	1	4
Swedes	6	4	2	41	30	11	68	49	19
Other foreigners	20	10	10	30	17	13	24	16	8
Total	67	30	37	325	196	129	614	420	194

PERNAMBUCO.

This is one of the most important provinces in Brazil. It abounds with many good harbors, and possesses an exceedingly fertile soil. The city of Pernambuco maintains the third rank in the empire. Its chief staples are sugar, cotton, and hides. Of these, its average annual exports from 1840 to 1845 were as follows: Sugar 34,177 tons, cotton 32,279 bags (160 lbs. each), hides 72,500.

There are in this province about six hundred "engenhos," or sugar estates, each covering about one square league. On each engenho are produced annually about fifty cases of white, and five of brown, or muscovado sugar—or forty tons of the former, and four and a half tons of the latter—equal to about 24,000 tons of white, and 2,550 tons of brown, for the whole province. The province is estimated to be capable of yielding 396,800 tons of white, and 40,800 tons of muscovado sugar.

Imports from the United States consist chiefly of cotton domestics. Fabrics of this kind, thirty yards in length, and twenty-seven to twenty-eight inches in width, are in demand, and bring much better prices than similar goods from England. Of late years the manufacturers of Lancashire have imitated these cloths, and have succeeded in sharing the advantages which the American article had secured. In printed cottons, Manchester and Glasgow almost monopolize the markets of Pernambuco. The quality as well as the cheapness of their goods have secured this privilege. The importation of butter, hitherto almost exclusively in the hands of the French, might be advantageously shared by the citizens of the United States.

In 1840 the French imported	4,160½	firkins.
In 1841 " "	5,549	"
In 1842 " "	5,066	"
In 1843 " "	7,981	"
In 1844 " "	8,962	"
In 1840 were imported from Great Britain	4,437	"
In 1841 " "	3,889	"
In 1842 " "	3,249	"
In 1843 " "	4,022	"
In 1844 " "	3,616	"

The production of cotton has diminished, owing mainly to the expense attending its transportation to market; but the production of sugar has increased.

From 1828 to 1831, the average annual export was 1,607,389 arrobas, and in the years 1841 to 1844 it was augmented to 2,083,212 arrobas; being an annual increase of 475,823 arrobas, or 6,797$\frac{33}{72}$ tons.

The number of hides exported during the two periods of four years above named increased in a still greater ratio than sugar. From 1828 to 1831, the annual average export was 60,272 hides; and during the latter four years, from 1841 to 1844, the same average augmented to 122,573 hides per annum, showing an annual increase of 62,301 hides.

It has already been observed, that if the export duty levied upon the produce of Brazil transmitted to foreign ports were modified or repealed, a vast augmentation in agricultural productions would unquestionably follow. While an export duty of 10 per cent. on the weekly average price of sugar continues, and a similar duty on cotton, coffee, tobacco, rum, hides, and, with one or two unimportant exceptions, on all other articles produced in the country, the producing interests must remain crippled, and exportations either continue to be stationary or decrease. The cotton and sugar-growing districts suffer most under these heavy taxes upon their industry and capital. The planters are obliged to carry cotton and sugar to Pernambuco, by horse-conveyance, a distance of from twenty to one hundred leagues, during the dry season, when food and water are difficult to be obtained. These charges are such, in addition to those imposed by law, that when the planter reaches market, his cotton hardly yields him net four cents per lb. And so with his sugar, and all other heavy produce.

The navigation and trade of Pernambuco in 1845 stood as follows:

Inward from all nations: Vessels 242; tonnage 49,796; value of cargoes $4,136,075. Of which from the United States: Vessels 35; tonnage 6,117; value of cargoes $602,075.

Outward to all nations: Vessels 226; tonnage 48,539; value of cargoes $4,567,870. Of which to the United States: Vessels 19; tonnage 3,216; value of cargoes $283,460.

During this year two United States vessels went south with cargoes; two were sold, and four remained in port. This will, to a certain extent, account for the difference between the values of imports and exports to and from the United States, as above shown.

The vessels from the United States imported as follows:

Cottons	1,018	packages.
Silks	3	"
Woolens and silks	1	"
Flour	24,918	barrels.
Do	648	half-barrels.

And on return voyage home, exported—

Sugar	9,104	barrels.
Do	23,410	bags.

Total quantity of sugar produced and entered in the market of Pernambuco in 1845:

	Arrobas.	lbs.		lbs.
In 1845	2,465,824	3	=	78,906,371
1844	2,146,688	11	=	68,694,027
Increase	319,135	24	=	10,212,344

Of which were sent to the United States 184,417 arrobas 26 lbs. = (at 32 lbs. to arroba) 5,901,344 lbs.

Hides.—Total number exported to all countries—

In 1845..... 163,935, of which to the United States 10,888.
In 1844..... 124,074

Increase..... 39,861

The following statement exhibits the total exports of cotton, sugar, and hides, from Pernambuco, from 1828 to 1845, both inclusive—a glance at which will show the production of cotton annually diminishing and that of sugar and hides largely augmenting:

Years.	Cotton.	Sugar.	Hides.	Years.	Cotton.	Sugar.	Hides.
	Bags.	*Arrobas.*	*Number.*		*Bags.*	*Arrobas.*	*Number.*
1828	70,785	1,460,628	52,444	1837	43,847	1,456,420	93,771
1829	54,820	1,463,332	46,573	1838	60,648	1,750,380	105,851
1830	61,151	1,705,614	65,489	1839	39,173	1,878,675	111,052
1831	53,157	1,799,986	76,584	1840	35,849	2,191,093	132,993
1832	31,520	1,518,300	66,656	1841	26,990	2,261,699	136,494
1833	58,564	1,301,612	84,743	1842	21,357	1,906,936	125,296
1834	42,799	854,088	86,350	1843	35,906	2,017,522	104,428
1835	52,142	1,388,888	91,492	1844	41,385	2,146,688	124,074
1836	62,832	1,828,392	90,701	1845	26,562	2,565,824	163,935

The following tables exhibit the trade of Pernambuco with foreign nations in 1846 and 1847, distinguishing that with the United States from that with other countries:

Number of vessels to and from the United States in Pernambuco in 1846: Vessels 117, of 30,801 tons.

Value of imports and exports from all countries in the same year:

Imports	17,936,000	francs.
Exports	19,851,000	"
Total	37,787,000	"

Value of imports and exports in 1845:

Imports	24,567,000	francs.
Exports	20,327,000	"
Total	44,894,000	

Value of imports and exports from the United States in the same year:

Imports	1,928,000	francs.
Exports	641,000	"
Total	2,569,000	"

Products exported to all countries in 1846, *compared with* 1847, *in value.*

Years.	Sugar.	Hides.	Cotton.	Tafia.
	Francs.	*Francs.*	*Francs.*	*Francs.*
1846	15,107,000	2,750,000	1,055,000	644,000
1847	17,478,000	1,124,000	1,836,000	82,000

From the preceding table, it will be seen that the market at Pernambuco was more brisk in 1847 than during the preceding year. Sugar is the leading article in this market, and is exported to England, Trieste, Genoa, Portugal, the north of Europe, and to the United States. The total exports of sugar from Brazil are thus distributed throughout the ports of the empire. The exports for 1846 are taken as a basis for calculation:

Bahia	62,447,000	kilos. (*a*)
Pernambuco	40,570,000	"
Rio de Janeiro	8,244,000	"
Total	111,261,000	"

Comparative statement exhibiting the exportation of sugar from Pernambuco, from 1852 *to* 1854, *both inclusive.*

Countries to which.	1851–'52.	1852–'53.	1853–'54.
	Tons.	*Tons.*	*Tons.*
Great Britain	11,838	15,096	18,505
France—Nantes	----------	----------	1,278
Havre	1,194	855	308
Marseilles	2,277	5,799	2,755
Northern Europe	1,416	2,046	1,663
Genoa	1,726	4,824	2,545
Trieste	5,315	6,979	2,426
Gibraltar (for a market)	3,662	4,744	3,044
Portugal and possessions	5,571	4,083	2,675
United States	6,535	10,487	2,728
La Plata	2,564	3,048	4,205
Valparaiso	584	1,349	1,901
Australia	----------	----------	423
Brazilian ports	5,274	5,519	6,093
Total	47,956	64,829	50,549

(*a*) 2.20 lbs. each.

The following summary brings the commerce of Pernambuco down to 1850:

From all nations there entered	476	vessels, of	90,960	tons.
To " " cleared	384	" "	71,556	"
Total entered and cleared	860	" "	162,516	"

Of these, from the United States entered 73 vessels, of 17,130 tons.

Value of imports from United States, and exports to, in 1850:

Imports	2,442,000 francs.
Exports	1,621,000 "
Total	4,063,000 "

Description of merchandise constituting the bulk of imports into Pernambuco from the United States:

Cottons	450,000 francs.
Cod and other fish	109,000 "
Flour and biscuit	1,576,000 "
Candles	34,000 "
Hats	36,000 "
Total	2,205,000 francs, or $410,130.

Description of merchandise exported from Pernambuco to the United States in 1850:

Sugar	1,516,000 francs.
Hides	105,000 "
Total	1,621,000 francs, or $301,506.

PARA.

PARA enjoys an advantage possessed by no other seaport town in Brazil—that of an unobstructed intercourse by water with the interior. The commercial resources of this province, and the admirable trading position of the city, are unsurpassed; but inhabitants are wanting to develop these elements of commerce and civilization. In 1840, some American citizens established several saw-mills at Maguery, in the vicinity of Para; but, whether they met with better success than did the Glasgow merchants, whose property to the amount of $350,000 was pillaged in the same place during a revolt in 1835, has not been ascertained.

The cotton of Para has been highly prized. Caoutchouc, the use of which was first discovered in 1735 by French academicians sent to Brazil to make astronomical observations, is abundant, and is extensively manufactured into shoes, &c. Were this article admitted into the United States, as in England, free of duty, it would become one of the staple exports to this country. A well-informed American merchant, residing at Para, addressed a letter on this subject to one of the officers of Lieutenant Herndon's expedition to the Amazon, urging the disadvantages under which American commerce labors, as compared with that of Great Britain, in the caoutchouc trade. (*a*) This article is now becoming the chief staple of the province of Para;

(*a*) For the letter referred to, see "Letter from the Secretary of the Treasury, transmitting copy of circular letter and replies thereto, in reference to the Tariff, March 8, 1854."

and so various and multiform are the uses to which it is applicable, both in the arts and in domestic economy—so important as an article of commerce has it already become, that, even against the import duty of 10 per cent. in the United States, it constitutes almost 50 per cent. of our trade with Para.

The following statement exhibits the quantities of India-rubber imported from Para into the United States during the years designated:

1850	1,500,000	pounds.
1854	3,330,000	"
1855 (*a*)	2,740,000	"

The exports from Para to foreign countries consist of caoutchouc, cotton, rice, castor-oil, capaiva, aniseseed-oil, cocoa, cloves, cinnamon, hides, horns, isinglass, Peruvian bark, &c.

From 1816 to 1827, the exports from this province averaged annually $850,131.

The following summary exhibits the total trade of Para for 1845:

Inward—Vessels, 69; tonnage, 11,136; value of cargoes, $495,940; of which, there entered from the United States: Vessels, 28; tonnage, 3,920; value of cargoes, $236,200.

Cleared to all countries—Vessels, 70; tonnage, 11,445; value of cargoes, $737,525. To the United States—Vessels, 27; tonnage, 3,628; value of cargoes, $261,620.

In this province, the sugar and coffee plantations do not produce sufficient for home consumption, and supplies are usually imported from the neighboring provinces.

The imports from foreign countries consist of cotton goods, silks, hardware, wines, spirits, salt, flour, salt provisions, gunpowder, &c. The only manufactures are ordinary cotton cloths for sacks and hammocks, and India-rubber shoes; but these manufactures seem not to thrive, from a want of skill to direct them.

Navigation and trade of Para in 1848.—Total number of vessels, with their tonnage, engaged in the trade between Para and foreign countries, and value of imports and exports, &c., in 1848:

Entered	88 vessels;	12,828 tons;	value of imports,	3,295,000	francs.
Cleared	83 "	12,029 "	" exports,	4,881,000	"

From and to the United States:

Entered	25 vessels;	3,120 tons;	value of imports,	936,000	francs.
Cleared	22 "	2,850 "	" exports,	1,343,000	"

Navigation and trade of Para in 1850.—Total number of vessels entered and cleared; their tonnage, and value of imports and exports:

Entered	96 vessels;	16,877 tons;	value of imports	5,109,000	francs.
Cleared	92 "	16,433 "	" exports	7,462,000	"

Staple productions of Para, relatively considered, with respect to the quantities annually exported:

Caoutchouc	33,600	arrobas.
Cocoa	200,000	"
Cotton	6,120	"
Hides	15,500	pieces.
Capaiva	3,300	pots. (*b*)
Rice	130,000	arrobas.
Rice in the husk	26,000	alquieres.
Sugar	21,330	arrobas.
India-rubber shoes	192,000	pairs.

The above are the leading exports from Para; but, besides these, the province produces various kinds of timber admirably adapted for ship-building purposes, and a great variety of textile plants, medicinal drugs, and dye-woods of the richest qualities.

(*a*) The value of that imported in 1855 was upwards of $1,660,000. (*b*) Each 20 French litres.

The present population of Para is about 205,000, though the province is said to be capable of maintaining some millions of inhabitants. With such a population, its natural resources might be more fully developed, and Para thus placed, in point of position and commercial importance, in the very first rank of Brazilian ports.

PROVINCE OF SAN PEDRO, OR RIO GRANDE DO SUD.

In 1852, there entered in the port of Rio Grande, and San José do Norte, 188 vessels, of which 23 were American, with a tonnage of 5,225 tons.

Value of imports	$392,979 82
" exports	571,437 46
Total, in 1852	964,417 28

Of the 23 vessels that entered, 4 arrived from Lisbon with salt and wine, and one from the Cape Verde islands with salt. These five vessels belonged to New York.

At this port each foreign vessel has to pay, as hospital money, as follows:

Ship or barque	$3 00
Full brig	2 00
Hermaphrodite brig, or a schooner	1 28
Each seaman	32

Between Rio Grande and San José do Norte there is a ship-canal; for the regulations, &c., of which, see consular return from Rio Grande do Sud, Part III, and page 645 of this Digest.

Imports from foreign countries consist of salt, wines and sundries. Exports to foreign countries are chiefly hides, wool, and hair.

The other provinces of Brazil do not possess sufficient commercial importance to justify a further extension of this Digest. The commerce of one, however, may be noticed briefly, as follows:

At the port of Maranham there were, in 1850, 187 foreign vessels, of 54,032 tons.

Imports from the United States	$55,976
Exports to " "	13,436
Total	69,412

The staples are cotton, rice, hides, &c. Population, 390,000; area, 94,900 square miles.

GENERAL REMARKS.

On the 30th of April, 1854, the first railroad in Brazil was thrown open to the public, the inauguration taking place in the presence of their Imperial Majesties, and an immense concourse of the leading personages of the empire.

The general navigation and commerce of the southern provinces, as well as the general trade between them and the United States, are decreasing; owing, it is alleged, to the settlement of the difficulties that existed on the river Plata. The more liberal tariff, both on imports and exports, attracts a large bulk of the trade of these provinces to that quarter.

A treaty between the United States and Brazil is regarded as the only means of promoting the general commerce and navigation between the two countries.

PORT CHARGES.

Anchorage dues.—300 reas (about 16⅔ cents) per ton of Brazilian measurement: Vessels arriving and departing in ballast pay only half anchorage; and those calling merely for supplies are exempt from anchorage duty: Vessels which make more than two voyages to ports of Brazil during a twelvemonth, are exempt from the payment of anchorage dues on all voyages over that number within the same year; vessels, therefore, pay no more than 600 reas annually (33⅓ cents), be the number of voyages what it may: For passports to leave, from 4 to 8 milreas (from $2 22 to $4 44): For pilotage, inward, 30 milreas ($16 67), but no obligation to take pilots inward; for pilotage, outward, 70 milreas ($38 88), and for canoe-hire, 6 milreas, ($3 33): No vessel is allowed to leave port without a pilot, nor to get under weigh after sunset, or before sunrise: Hospital money, 4 milreas on the vessel (say $2 22), and 640 reas (or about 36 cents) for each of the crew. The charge for stamps varies, being not less than $1. A consular return from Pernambuco, under date of January, 1855, gives each specific item of charges upon an American barque of 200 tons burden, which entered that port laden with flour, and leaving with a cargo of sugar. The total, inwards and outwards, including the charges for lighterage, labor, craneage, &c., which are not on government account, amounted to $571 45. Of this, there was paid on government account $192 45—the remainder belonging to the other class of charges.

For total charges on a vessel of 300 tons burden, at the port of Bahia, see consular return from that port, under date of October 23d, 1854, Part III.

Vessels entering to try the market pay 30 reas per day, equal to 1$\frac{6}{10}$ cents, nearly.

PRINCIPAL PORTS.

The ports open to direct foreign trade are: Para, Maranham, Parnahiba, Fortaleza (Ceara), Aracaty, (Ceara,) Rio Grande North, Parahiba, Pernambuco, Maceyo (Alagoas), Lanangeiras (Sergipe), Bahia, Espirito Santo, Rio de Janeiro, Santos, Paranagua, St. Catherine, Rio Grande, São Borga (R. G. South), Porto Alegre (R. G. South)

Comparative statement of the commerce of the United States with Brazil, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845---	$2,413,567	$424,383	$2,837,950	$6,084,599	50,230	40,716	2,481	2,077
1846---	2,754,012	389,383	3,143,395	7,441,803	61,014	48,026	4,952	4,682
1847---	2,566,938	376,840	2,943,778	7,096,160	55,616	39,281	10,233	3,367
1848---	3,092,736	279,698	3,372,434	7,992,648	59,537	57,206	11,415	6,036
1849---	2,838,380	264,597	3,102,977	8,494,368	70,670	56,335	11,061	6,028
1850---	2,723,767	473,347	3,197,114	9,324,429	62,965	38,113	9,363	3,569
1851---	3,128,956	623,960	3,752,916	11,525,304	63,663	63,629	22,428	7,648
1852---	2,782,179	238,863	3,021,042	12,230,289	83,428	59,454	23,156	5,718
1853---	3,734,190	260,254	3,994,444	14,817,961	73,160	69,735	24,447	5,158
1854---	4,046,857	192,384	4,239,241	14,110,387	77,910	60,348	14,612	2,829
1855---	3,973,219	288,054	4,261,273	15,218,935	85,977	75,666	13,844	2,674

Tariff Regulations.—The customs tariffs of Brazil, established by the law of August 12, 1844, together with that "to commence July 1, 1854," are given in corresponding columns in Part II. A synopsis of the latter tariff is here inserted, for purposes of comparison and reference:

TARIFF OF 1854.

The tariff is divided into four parts, under the following titles: I. Animal matter; II. Vegetable matter; III. Mineral matter; IV. Manufactured articles of different kinds.

Classes and Articles.	Per cent. on value.
PART I.—*Animal matter.*	
1. Living animals	2, 5, 10, and 30
2. Dried animals	5 and 30
3. Oily matters, meat, other useful parts of animals, and any articles manufactured therefrom	5, 15, and 30
4. Matters hard to cut, and articles made therefrom, such as pearls, horns, corals, shells, bones, tortoise-shell, iron, whalebone, &c.	2, 5, and 30
5. Hair of animals, and articles made therefrom	2, 5, and 30
6. Unmanufactured wool, worsted, and felt	5, 20, and 30
7. Woolen manufactures	20 and 30
8. Woolen clothing and other articles	30
9. Clothing, and other woven articles of wool	30
10. Woolen knitted articles	30
11. Tapes, laces, fringes, buttons, and similar articles in wool	30
12. Feathers	30
13. Manufactures of feathers	30
14. Skins and leathers	5 and 30
15. Manufactures of leather	5 and 30
16. Unmanufac'd and prepared silk	5
17. Silk manufactures	5, 10, 20, and 30
18. Clothing and other articles of silk	5, 10, 20, and 30
19. Woven silk articles	20
20. Knitted silk articles	10
21. Tapes, laces, fringes, buttons, and similar articles in silk	10
22. Silk lace, and articles made therewith	10
23. Materials used for medicinal purposes, painting, and perfumery	5 and 30
PART II.—*Vegetable matter.*	
24. Cotton, rough or cleaned, or in thread	5, 10, and 30
25. Cotton manufactures	10 and 30
26. Cotton clothing and other articles	5, 10, and 30
PART II.—Continued.	
27. Clothing and other woven articles of cotton	30
28. Cotton knitted articles	5 and 30
29. Tapes, laces, fringes, buttons, and similar articles in cotton	30
30 Cotton lace, and other articles made therewith	10
31. Hemp, rough and prepared	5 and 10
32. Linen manufactures	5, 10, 20, and 30
33. Linen clothing and other articles	20 and 30
34. Clothing and other woven articles of linen	30
35. Tapes, laces, fringes, buttons, and similar articles in linen	30
36. Linen lace, and articles made therewith	10
37. Cordage, matting, &c	5 and 30
38. Straw, rushes, piassaba, and other similar substances	5, 10, and 30
39. Manufactures from the substances mentioned in class 38	5 and 30
40. Plants, leaves, roots, bark, seeds, forage, grocery, and exotic and tropical products	5, 30, and 40
41. Fresh, preserved, and dried fruits	5, 15, and 30
42. Vegetables, farinaceous products and cereals	5, 20, and 30
43 Bamboo, Malacca, and Indian and other canes	5 and 30
44. Vegetable juices, as oils, wines, &c.	5, 10, 20, 30, and 50
45. Dyeing and medicinal substances	5 and 30
46. Wood in its raw state, in planks, or prepared in any way, charcoal and ashes	5 and 30
47. Manufactured wood	5 and 30
PART III.—*Mineral matter.*	
48. Gold, silver, and platina, raw or manufactured	2 and 4
49. Bars of steel and manufactured	5 and 30
50. Iron and manufactures therefrom	5 and 30

TARIFF—Continued.

Classes and Articles.	Per cent. on value.
PART III.—Continued.	
51. Copper and manufactures therefrom	5 and 30
52. Pinchbeck and other similar compositions in imitation of gold or silver	5, 10, and 30
53. Lead, manufactured or not	5 and 30
54. Tin, Britannia metal, and manufactures thereof	5 and 30
55. Zinc, in its raw state or manufactured	5 and 30
56. Plated goods	5 and 30
57. Mercury, arsenic, quicksilver, and other semi-metals and metaloids, and manufactures thereof	5
58. Mineral waters, ice, and medicinal substances	5 and 30
59. Stones, clays, fossil stones	2, 5, and 30
60. Colors	5
61. Earthenware	5 and 30
62. Glass	5 and 30
PART IV.—*Manufactures.*	
63. Paper and articles manufactured therewith	5, 10, and 30
PART IV.—Continued.	
64. Prepared colors, and other articles for painting and drawing	5 and 30
65. Cutlery	5 and 30
66. Army and ammunition, and other war articles	30
67. Mathematical, physical, chemical, and optical instruments	2, 4, and 5
68. Surgical instruments, and other articles of surgery	4 and 5
69. Musical instruments	5 and 30
70. Instruments for agricultural purposes, and other industries	5 and 30
71 Articles relating to coach building	5 and 30
72. Watch making, and all pertaining thereto	2, 5, and 30
73. Chemical products and prepared medicines	5, 10, 20, 30, and 40
74. Perfumeries	30
75. Shipping	2
76. Articles of different kinds	5 and 30

Explanation.—The market prices in Brazil are taken as the basis for the duties imposed by the present tariff. The despatch by invoice will take place when the goods imported have no fixed duties in the tariff, or when they are subject only to a tax for warehousing and clearing out.

For the despatch of goods subject to ad-valorem duties, the merchant or consignee is obliged to show a declaration stating the prices of his goods, and the original invoice duly certified. In want of the original invoice, may be presented two certificates by two brokers, or, in the absence of brokers, of two merchants of the place, showing the current prices of the goods.

The value of the goods subject to ad-valorem duties will be that of the Brazilian market, as before said; deductions made of the respective duties or the value of the original invoice, with the addition of 10 per cent.

PERU.

PERU.

As regards area and population, Peru takes rank next to New Granada among the republics of South America. It is divided, politically, into eleven departments, and two littoral provinces. It embraces an area of about 500,000 square miles, and contains, according to a census taken in 1852, a population of more than two millions.

The mineral resources of Peru are said to be inexhaustible. Besides gold and silver, copper, tin, iron, coal, and saltpetre are found in great abundance; the latter, especially, forming one of the leading exports. The agricultural staples are sugar, rice, and tobacco, which are cultivated in the warmer sections, and the vine and wheat in the milder. Maize is also cultivated extensively, and constitutes a principal article of food. Among the leading exports are medicinal plants, drugs, dye-stuffs, and cabinet-woods.

The cinchona, or Peruvian bark, is indigenous to Peru. It is found chiefly in the northern provinces, and grows at an elevation of 10,000 to 12,000 feet. Wool is also a leading export, and is generally considered, the alpaca especially, superior to any other in foreign markets.

The Chincha Islands and the Lobos Islands, off the coast of Peru, are a source of great wealth on account of their guano deposits. According to a report made in 1842 by Señor Villa, the deposits of these islands were estimated to be 46,632,280 tons. This, valued at $20 per ton, and assuming the annual consumption to be 300,000 tons, would produce about $6,000,000 per annum, and require nearly 160 years for its total consumption.

Such facts and statistics relative to guano and the guano trade as are in possession of the Department will be appended to this Digest, at the close.

The principal ports (*los puertos mayores*) of Peru are Paita, San José, Huanchaco, Callao, Islay, Arica, and Iquique. These are ports of entry for foreign commerce. There are other ports open to the coasting trade, and for the exportation of the produce of the country (*los puertos menores*). These are Ylo, Chala, Pisco, Huacho, Casma, Pacasmayo, and Tumbez, and the small harbors of Sechura, Samano, Santa, Supe, Huarmes, Echenique, Chancay, Ancon, Cerro, Azul, Chinca, Cancato, Nasca, Quilca, Cocotea, Morro de Sama, and Pisaque.

PORT REGULATIONS.

The latest port regulations of Peru in possession of the Department are deemed of sufficient importance to mercantile interests for a translation of the decree to be presented at considerable length, as follows:

Art. 1. Designates the major and minor ports, already given.

Art. 2. Foreign or national vessels, coming from foreign countries, cannot anchor unless in a major port (*puerto mayor*).

Art. 3. Vessels of all nations arriving from foreign countries are allowed to anchor in the port of Iquique, when their cargoes consist of merchandise designated in article 172.(*a*)

(*a*) Art. 172. The merchandise which foreign or national vessels, coming from foreign countries, can import directly at the port of Iquique, according to article 3, chapter 1, are flour, biscuit, lentils, beans, peas, wheat, lard, butter, vegetables, beef (salted and fresh), poultry, bran, Indian corn, wool, charcoal, timber, empty bags, thread for making bags, fire bricks, vessels of iron or copper, mining instruments, machines for purifying water, steel, iron, nails, tallow.

Art. 4. None but whaling vessels arriving from foreign countries can anchor in the port of Tumbez, or any other of the minor ports; and they only on condition that they have no other cargoes on board than the produce of the fisheries, provisions, and stores for the vessel and crew.

Art. 5. Callao and Arica shall be ports of deposit for an unlimited time; in the other major ports the period allowed for deposit shall not exceed three years.

Art. 6. It shall be lawful to re-export from a major port, either to a foreign or any other major port, merchandise which has been despatched through the custom-house.

Art. 7. At all the major, minor, and coasting ports, the produce of the country, and other merchandise exempt from duty, may be re-shipped for other ports of the same class.

Art. 8. In all the major ports, national or foreign vessels may load either for foreign countries or for other major ports; and such vessels may transfer from one to the other provisions necessary for consumption.

Art. 9. The produce of the country, and foreign produce exempt from duty, may be imported into all the ports in such vessels as are permitted entrance.

Art. 10. Vessels discharging a portion of their cargoes in a major port, and designing to repair to any other port of the same class with the remainder of their cargo, may take in produce of the country, or merchandise exempt from duty (designated hereafter in article 16), notwithstanding they have on board foreign merchandise subject to duty.

Art. 11. Vessels of all nations may import merchandise exempt from duty, or national produce, into all the ports of every class, and from one port to another.

Art. 13. National or foreign vessels, which clear from a major port with dutiable cargoes, cannot go elsewhere than to a foreign port or another major port.

Art. 15. Vessels engaged in carrying guano to foreign countries must load exclusively at the Chincha Islands. Such freights, if intended for home use, may be taken on board at Pisco, or the islands aforesaid.(*a*)

Art. 16. Foreign vessels may touch at the coasting ports for native produce. For this purpose, they must clear from the major or minor ports in ballast, or with the produce of the country, and they may receive on board Brazil wood, or campeche, cocoa, hides, copper, Jesuit's bark, barilla, tin, silver and gold, in ingots or dust, manufactured or otherwise.

Art. 17. National or foreign vessels, having obtained the requisite license from the major port whence they sail, may clear from the minor or coasting ports for ports of the exterior.

Articles 18 and 19 relate to certain privileges granted to national vessels.

Art. 22, chap. 2. Captains of vessels from foreign ports shall exhibit to the registering officer the original manifest from the port of departure, with a statement of everything on board, including specie and provisions.

Art. 23. Should they not have such manifests, they are required to produce a statement in writing of their cargoes, designating marks and numbers, together with the statement specified in the foregoing article.

Art. 24. Captains of vessels arriving at major ports from other ports of the same class will produce, immediately after casting anchor, such documents as they may have received from the custom-houses of such ports, together with the statement as above specified.

Art. 25. No communication shall be held with vessels arriving in port until the register and other ship's papers shall have been produced, nor shall any person be permitted to go on board until the captain of the port shall have made his visit.

Art. 27. Within two days after casting anchor, and after having complied with the necessary regulations, or sooner if convenient, the captain or consignee shall present to the chief officer

(*a*) By a decree of March 2, 1855, it is announced that vessels in ballast from foreign countries may proceed directly to the port of Pisco, to load guano at the Chincha Islands, and be despatched thence afterwards for their various destinations; but it is understood that this privilege cannot be enjoyed until a mole, custom-house, and other necessary buildings, shall have been erected; which, it is stated, will be in from two to three years.

of customs two copies of his manifest, specifying the numbers, marks, &c., of each package, the quantity in each, and the names of the persons to whom consigned.

Art. 28. In this manifest any errors made by the captain in his first manifest may be corrected, explaining as fully as possible such variations as may be found, as respects either numbers, marks, or quantities. But no diminution will be admitted, unless under clear proof of error.

Art. 33. In the manifest for the minor ports, the figures and words must be written in full, without any abbreviations.

Chap. 3 relates to the exemptions and restrictions which apply to the samples of merchandise.

Chap. 4 relates to the discharging of cargoes, and the regulations under which it is required to be effected. The hours fixed for such purpose are, at Callao, from 6 o'clock, a. m., to 3 p. m., and at the other major ports to 4, p. m.

Chap. 5 prescribes the regulations under which merchandise may be deposited in warehouses. All descriptions of merchandise are entitled to this privilege, except such as are free of duty, such as have paid duty, and some articles (chiefly provisions and articles of small bulk) which are enumerated.

Chap. 10 relates to prohibitions.

Chap. 12 relates to storage.

Chap. 13 prescribes port and tonnage dues.

Art. 101. Every foreign vessel of 200 tons or upwards, arriving from a foreign port, shall pay an anchorage fee of $8; four dollars additional is charged should the vessel proceed to the Chincha Islands.

Art. 102. Tonnage duty 25 cents per ton of ship's register, if the vessel discharges or receives cargo in port on arriving from a foreign country.

Art. 103. When tonnage dues are paid in one port, vessels are privileged to pass from port to port, without additional tonnage dues, during six months.

Art. 104. Vessels under any flag coming from a major port and anchoring in one of the same class, shall pay, in lieu of all port dues, $6.

Art. 105. Vessels, national or foreign, coming from a major or minor port, and anchoring in a minor port, shall pay as port dues $4.

Art. 108. Vessels which, by reason of not discharging or receiving cargoes, pay no tonnage duties at a major port, shall pay such duties at whatever port they may afterwards anchor, though they do not come immediately from a foreign country.

Art. 109. Vessels belonging to nations in the ports of which Peruvian vessels are subject to pay higher port or tonnage dues than national vessels, shall be subject to similar discriminating duties in the ports of Peru.

Art. 110. Port and tonnage dues shall not be exacted from ships of war, nor from foreign transports bringing only provisions, coal, or other stores, nor from whalers. The latter, having on board only the produce of the fisheries, may disembark of said produce to the amount of $500 at any one port, except Tumbez, where they may dispose of whatever amount they may deem convenient.

Art. 81, chap. 8. Oil and candles discharged from whale-ships, for the purpose of purchasing provisions, are not subject to duty in Tumbez. This privilege also applies to any other ports; observing, always, that the value, according to tariff, may not exceed $500 for any one vessel.

This last article is inserted in this place as relating to the same subject as the preceding one, and for the purpose of accompanying both with the 12th article of the treaty of July 26, 1851, between the United States and Peru; said article, it is believed, calling for a more liberal construction than that defined in these regulations. The article of the treaty is as follows:

"The whaleships of the United States shall have access to the port of Tumbez, as well as to the ports of entry in Peru, and may sail from one port to another for the purposes of refreshment and refitting; and they shall be permitted to sell or barter their supplies, or goods, in-

cluding oil, to the amount of two hundred dollars, ad valorem, for each vessel, without paying any tonnage or harbor dues, or any duties or imposts upon the articles so sold or bartered. They shall be also permitted, with like exemption from tonnage and harbor dues, further to sell or barter their supplies, or goods, including oil, to the additional amount of one thousand dollars, ad valorem, for each vessel, upon paying for the said additional articles the same duties as are payable upon like supplies, or goods, and oil, when imported in the vessels and by the citizens or subjects of the most favored nation."

An official construction recently given to this article by the Peruvian authorities restricts the words "their supplies, or goods, including oil," to "such supplies or goods, only, as can be considered the natural produce of the fishery," and declares that such only are entitled to the exemption provided for by the article of the treaty quoted. On this subject, see Consular Returns No. 18, Tumbez, June 30, 1855, Part III.

The commercial relations of the United States with Peru are regulated by the treaty already cited, bearing date July 26, 1851, and by such decrees and orders as are issued, from time to time, by the Supreme Government of that republic. The treaty guaranties entire liberty of commerce and navigation, and perfect reciprocity between the flags of the two countries in the ports of the other.

The trade between the two nations (Peruvian guano excepted) is not, however, very extensive, as appears from the official returns of the United States Treasury Department. Before entering into the details of the commerce between the United States and Peru, the following summary of the general foreign trade of that republic is given, with a view to show the relative rank held by the United States and other nations in that trade. The figures are derived from the official returns of the Peruvian government for the years 1851, 1852, and 1853:

Resumé of imports into Peru from foreign nations in 1851.

Textiles of silk	$758,075 62½(a)
" linen	284,742 56¼
" cotton	2,254,343 18¾
" wool	2,403,846 68¾
Gold, silver, and costly ornaments	360,373 25
Fruits	30,570 56¼
Provisions	523,545 68¾
Timber	145,894 18¾
Furniture	105,662 62½
Wines and liquors	176,859 00
Sundries	2,403,552 43¾
	9,447,465 81¼

Resumé by Ports.

Callao	$6,317,926 81¼
Arica	891,698 87½
Islay	1,376,492 87½
Huanchaco	336,228 68¾
San José	236,439 56¼
Paita	288,678 87½
	9,447,465 68¾

(a) The value of the Peruvian dollar is that of the United States dollar at the U. S. custom-house, though of less value in commerce. See page 695 *postea*.

Resumé of exports from Peru in 1851.

General productions	$5,814,930 18¾
Guano	7,270,785 00
Total	13,085,715 18¾

The share assigned to the United States in the foreign commerce of 1851, is thus stated:

Imports from the United States to Peru in 1851.

Textiles of silk	$1,155 50
" linen	13,086 50
" cotton	252,667 62½
" wool	11,004 50
Manufactures of gold and silver, and costly ornaments	32,421 00
Fruits	614 12½
Provisions	58,899 18¾
Timber for building	11,506 50
Furniture	34,200 00
Wines and liquors	2,526 25
Sundries	99,961 68¾
Total	518,042 87½

Exports from Peru to the United States in 1851.

Cotton	$7,440 00
Cascarilla	41,364 00
Hides	231 50
Sundries	5,971 25
Fruits	190 00
Guano	1,722,195 00
Wool	20,736 00
Gold	4,104 00
Tobacco	3,048 00
Provisions	31,160 75
Total	1,836,440 50

Total trade between the United States and Peru in 1851.

Imports	$518,042 87½
Exports	1,836,440 50
Total	2,354,483 37½(a)

Balance of trade in favor of Peru in 1851 ..... $1,318,397 62½

(a) These statistics are condensed from the official Balanza of Peru for the year 1851. The totals vary, however, materially from those given in the United States Treasury Report on Commerce and Navigation for the same year. In this report, we find imports from Peru amounting to only $94,733, or $1,741,707 50 less than by the Peruvian report; while the exports from the United States are stated at $272,098, or $245,098 87½ less than by the report of Peru. What makes this dis-

Resumé of the foreign commerce of Peru in 1852.

Total imports	$9,316,242 12½
Total exports	10,173,216 50
Total	19,489,458 62½

The merchandise imported was similar to that given for 1851, with the addition of $118,424 50 for ready-made clothing, of which $5,506 came from the United States.

Resumé by ports.

Callao	$6,725,885 37½
Arica	684,544 50
Islay	1,364,662 62½
Huanchaco	181,693 62½
San José	69,147 50
Paita	290,308 50
Total	9,316,242 12½

Imports from the United States in 1852.

Textiles of linen	$6,777 93¾
" cotton	257,987 87½
" wool	9,464 93¾
Ready-made clothing	5,506 00
Furniture	49,778 00
Timber for building	14,042 00
Fruits	47 00
Provisions	44,761 31¼
Wines and liquors	659 25
Sundries	107,660 06¼
Total	496,684 37½

Exports to the United States in 1852.

Cotton	$6,800 00
Cascarilla bark	30 00
Hides	1,031 25
Sundries	75 00
Guano	1,088,280 00
Wool	17,724 00
Gold	57,579 00
Silver	15,999 50
Saltpetre	38,900 00

crepancy the more inexplicable, is, that the Peruvian Balanza gives the name of every vessel arriving from or departing to the United States, with the description and value of the respective cargoes. It should be observed, however, that the discrepancy, as regards the imports into the United States from Peru, would not be so palpable, if the true value of guano were given in Commerce and Navigation. Thus, 20,059 tons of this article is valued in the report at $48,085. At $50 per ton, the value would be $1,002,950; which sum added to the amount given ($94,733) would bring the official reports of the two governments nearer together.

Hats	$13,665 00
Provisions	23,664 50
Total exports to the United States	1,263,748 25
Total imports from the United States	496,684 37½
Balance of trade in favor of Peru	767,063 87½
Total trade, as given by the Peruvian official Balanza	$1,760,432 62½
Total trade as given by the United States Treasury Report	1,050,734 00
Discrepancy between the two official reports	709,698 62½

Resumé of the foreign commerce of Peru in 1853.

Imports	$9,087,898 37½
Exports	16,883,630 87½
Total	25,971,529 25

Description of merchandise similar to that for 1852.

Resumé by ports.

Callao	$6,076,474 62½
Arica	860,170 50
Islay	1,454,358 25
Huanchaco	235,745 75
San José	180,738 00
Paita	253,917 25
Loreto	26,494 00
Total	9,087,898 37½

Imports from the United States in 1853.

Textiles of silk	$232 00
" linen	6,005 12½
" cotton	268,190 12½
" wool	729 87½
Silver ware	270 00
Ready-made clothing	618 00
Furniture	49,901 00
Timber for building	10,495 00
Fruits	63 50
Provisions	115,600 12½
Wines and liquors	1,615 00
Sundries	132,304 75
Total	586,024 50

Exports to the United States in 1853.

Cascarilla bark	
Hides	$11,840 00
Sundries	2,681 25
Guano	5,642 50
Wool	4,713,660 00
Silver	69,020 00
Saltpetre	8,644 50
Hats	85,204 00
Provisions	600 00
	1,087 50
Total exports from Peru to the United States	4,898,379 75
Total imports from the United States to Peru	586,024 50
Balance of trade in favor of Peru	4,312,355 25
Total trade between the United States and Peru, as given by Peruvian official Balanza	$5,484,404 25
Total trade, as given by the United States Treasury Report	871,018 00
Discrepancy between the two official reports	4,613,386 25

Recapitulation of foreign commerce of Peru for three years.

Years.	Imports.	Exports.
1851	$9,447,465 68¾	$13,085,715 18¾
1852	9,316,242 12½	10,173,216 50
1853	9,087,898 37½	16,883,630 87½
Total	27,851,606 18¾	40,142,562 56¼

Balance of foreign trade in favor of Peru, during these three years, $12,290,956 37½; making an annual average in favor of Peru of $4,096,985 45⅔.

The number of vessels employed in the steam navigation of Peru is: six steam-ships belonging to the British mail line, which ply, semi-monthly, between Valparaiso and Panama. The aggregate tonnage of these six steamers is 3,506 tons. There is, also, a seventh steamer of 500 tons on the same line. One Peruvian steamer, of 250 tons burden, coasts regularly between Callao and Valparaiso. The two latter are screw-propellers; the other six have paddle-wheels.

The merchant marine of Peru in 1852 consisted of 9 ships, with an aggregate of 3,194 tons; 10 barques, measuring in all 4,156 tons; and 8 brigs, of 1,681 tons: making a total of 27 vessels, with an aggregate of 9,031 tons. The total number of Peruvian vessels employed in the coasting trade, during the same year, was 141, with an aggregate of 14,705 tons.

The number of seamen engaged in this service is about 4,000, of which 2,150 are natives, and 285 citizens of the United States; 1,250 being employed in the foreign trade, and 2,750 in the coasting trade.

The following tables, transcribed from French official authorities, (the dollars having been reduced to francs by multiplying by 5), exhibit, in detail, the general import and export trade of Peru in 1853:

Nature and value, in francs, of general merchandise imported into and exported from Peru in 1853.

IMPORTS.

Countries from which.	Silk goods.	Linen goods.	Cotton goods.	Woolen goods.	Jewelry.	Wearing apparel.	Furniture.	Wood.	Fruits.	Provisions and spices.	Wines and liquors.	Sundries.	Total.
Germany		41,620										12,765	54,385
England	841,095	1,190,455	11,177,990	4,532,010	319,230	151,415	510,155	33,070	1,130	178,565	364,595	3,781,745	23,081,455
Central America								40,960	2,700			341,885	385,525
Australia												585	585
Bolivia										155			155
Brazil	2,250	2,500	18,750		320			3,880	480			98,760	126,940
Buenos Ayres										2,250		55,660	57,910
China	620,445				7,800	1,000	71,390			167,670		579,175	1,447,480
Chili						1,200		590,235	104,430	2,487,365	14,350	72,455	3,270,035
Denmark												320	320
Spain	69,755				9,890			1,155	54,005	56,210	167,095	463,615	811,835
Equador					1,350	3,090	249,505	343,095	128,820	4,980		497,335	984,140
United States	1,160	30,025	1,340,950	3,650	486,925	421,010	274,015	52,475	315	578,000	8,075	661,525	2,930,120
France	1,727,000	111,935	743,670	1,592,325	6,295	12,540	139,360	26,095	13,685	112,385	640,955	3,268,905	9,418,905
Hamburg	111,755	29,130	519,005	338,410				40,565	4,925	11,055	68,050	1,150,545	2,431,635
Holland											1,910		1,910
Italy	2,825	29,060	1,135	245			2,435		930	52,365		125,520	214,515
Mexico												75	75
New Granada					140,170			5,985	12,310			55,635	214,100
Paraguay										400			400
Prussia												6,535	6,535
Switzerland					510								510
Total	3,376,285	1,434,725	13,801,500	6,466,640	972,490	590,255	1,246,860	1,137,515	323,730	3,651,400	1,265,030	11,173,040	45,439,470

EXPORTS.

Countries to which.	Cascarilla bark.	Cochineal.	Cotton.	Hides.	Guano.	Wool.	Gold.	Silver.	Saltpetre.	Tobacco.	Wines and liquors.	Sundries.	Total.
Germany									138,405				138,405
England	254,550	66,935	17,400	23,280	25,089,300	2,543,590	1,226,475	10,861,680	4,010,115			810	44,09-,135
West Indies					1,321,200								1,321,200
Bolivia							57,970						57,970
Brazil							6,510			9,340		118,685	134,535
Chili		5,250	6,640	39,360			51,000	186,550	17,515	668,000	1,575	1,511,295	2,487,185
China					294,525		26,945	382,000					703,470
Denmark									70,000				70,000
Spain					920,475		28,560	54,730	141,205				1,144,970
Equador			20	675			11,900	9.070		415	1,965	17,370	41,415
United States	59,200			13,405	23,568,300	345,100		43,220	426,020			35,645	24,491,890
France	11,760			2,845	2,112,975	560	343,775	3,546,905	1,189,210				7,208,030
Hamburg	7,200		48,000	6,250					1,010,220			2,400	1,074,070
Holland									122,500				122,500
Italy				750	176,400		12,760	1,730	111,125			810	303,575
Mauritius					400,275								400,275
Mexico			166,200									11,250	177,450
New Granada								3,000			17,590	227,435	248,025
Sweden									182,785				182,785
Total	332,710	72,185	238,260	86,565	53,883,450	2,889,250	1,765,895	15,088,885	7,419,100	677,755	21,130	1,926,700	84,401,885

CALLAO.

This is the chief port in Peru for foreign commerce. The aggregate tonnage of Peruvian vessels, belonging to and employed in foreign trade at Callao, in 1852, was 67 vessels, measuring an aggregate of 15,031 tons; in the coasting trade the number of vessels was 181, with a tonnage of 17,705 tons; making a total of 248 vessels, and 32,736 tons. Besides the above, there were employed, during the same year, at the port of Pisco, 6 vessels of 1,200 tons aggregate; and at the port of Huacho, (both ports being in the consular district of Callao,) 8 vessels, with an aggregate of 400 tons; making a total in both ports of 1,600 tons. The total number of Peruvian vessels which entered at Callao (in foreign trade), in 1852, was 150, with a tonnage of 19,478 tons; and the number cleared, 157 vessels, with a tonnage of 19,326 tons.

The number and tonnage of United States vessels which entered Callao during the same year was: vessels, 69; tonnage, 27,360 tons; and the number and tonnage of those cleared was: vessels, 56; tonnage, 23,660 tons.

The following comparative table shows the rank which the United States held, relatively with other foreign nations, in the navigation of this port in 1852:

Nationality.	ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.
United States	69	27,360	56	23,600
English	(a)210	108,000	260	151,000
French	42	16,000	39	16,200
Spanish	9	3,500	11	4,000
Italian	17	6,500	20	8,100
German	35	13,800	30	12,400
Chilian	40	4,400	40	4,400
Others	20	4,000	20	600

The following statement exhibits the number and tonnage of United States vessels which entered at Callao during the years specified:

Years.	Vessels.	Tons.
1852	69	27,360
1853	235	150,321
1854	246	168,538

The general features of commercial transactions at Callao, and at the ports of Peru generally, are set forth in a communication of late date from the consul of the United States at that port, as follows:

"The most valuable of the articles imported into this consulate are assorted merchandises from England, France, Italy, the United States, Chili, Spain, and Equador, viz: Cottons, linens, silks, wines, hardware, &c. From the United States, domestic cottons, furniture, lumber, provisions, &c.

"The export trade of Peru consists chiefly of guano, which is sent to England, the United States, France, and Spain, and in smaller quantities to Italy, India, and the West Indies. The export was forced during the revolution, and a diminution has taken place under the present

(a) This includes the mail steamships.

government, owing to over-supplies in Europe and the United States, and a wish on the part of Peru to raise the price of this article abroad to its consumers. It is valued on board the ships at the islands where laden, at $5 per ton—that is, at the cost attending its shipment. The average rate of freights to the United States during the year past (1855) has been $22 per ton of 2,240 lbs. This much of the product of guano goes into the hands of our ship-owners, who carry nearly all of it to the United States, and part of it to other places, from Callao and the Chincha Islands.

"No prohibitions exist, in fact, upon imports; but arms and munitions of war are difficult of introduction during revolutions. Powder is strictly prohibited. The general trade regulations are liberal. Goods lie in bond, at the option of the merchant; paying only, after the first month, storage and labor, until entered for consumption, or else exported abroad, and then no charges further. There are at present no differential or discriminating duties on any foreign vessels or goods.

"A quarantine exists in the case of coolies from China, who usually arrive sick; and this district, during the last three years, has become subject to fatal epidemic fevers, &c.

"United States capital is employed in the ice trade, and in repairing ships; in the humbler trades, and in commerce, and upon the public works. The English at present enjoy the largest share of the import and export trade; but the activity and intelligence of all commercial nations are occupied in seeking a share, and the tendency is gradually towards a more equal participation.

"Crude wools are largely exported; but the high duty on them in the United States throws nearly all that trade into Europe, mostly to England,(*a*) where they pay a nominal duty only. Of late they have been paying good profits. This remark applies, also, to the barks of Peru, and to copper. The bar silver exported all goes to England, because there is no direct steam communication with the United States.

"Some supplies of wheat, flour, and other agricultural products, begin to be imported into this consular district from California, such as barley, potatoes, &c.; and about 2,500 flasks of quicksilver, valued at nearly $100,000, have been imported during this last quarter. Whale-ships, while cruising, call at times for refreshment, and to change their crews. The agricultural industry of the country has been obstructed by the liberation of the slaves in 1855, to replace whom Chinese coolies are being imported. Such laborers are also now being employed by the government at the Chincha guano islands, near Pisco. The army of Peru employs about 7,000 Cholo half-breed Indian soldiers, the tendency of which polity is to hinder population. There is a perceptible increase in the number of Americans in this consulate—seamen, artisans, and tradesmen, who come to reside.

"Nitrate of soda is largely exported—at least a million and a half of quintals annually, valued at $2 per 100 lbs.; a considerable part of which goes to the United States. Dry and salted hides, and straw hats, are exported in small quantities.

"The circulating currency of Peru, representing silver, and now the only money in common use, is below the nominal standard about three-eighths, or 37½ per cent. The rate of exchange fluctuates from five to fifteen per cent. on the dollar. The dollar of Peru, in invoices of export to the United States, is now usually valued at from 80 to 85 cents of United States currency. The Peruvian dollar, of pure silver, not in circulation, is worth about 87½ cents of United States currency. Gold coins of Peru are not now seen in common use. Patriot doubloons pass current at $17, and of late are worth 3 per cent. premium, and but few to be obtained."

PAITA.

The chief staples of export from the port of Paita are straw (Panama) hats and Peruvian bark. The following summary exhibits the total value of exports from the United States

(*a*) Wool is free under the British tariff.

direct to Paita during the years 1851 to 1853, inclusive, derived from Peruvian official authorities:

Years.	Values.	Duties paid thereon to Peruvian government.	
			Per ct. on whole amt.
1851	$44,716 68½	$12,622 50½	28
1852	103,777 82	21,915 88	21
1853	64,029 22½	9,768 27	15

The exports represented by the preceding figures consisted chiefly of cotton manufactures, manufactures of iron, and assorted sundries.

The official navigation returns for this port, for a period later than 1852, are not at hand. There entered from all foreign nations in that year 185 vessels, with an aggregate of 61,624 tons; of which there were from the United States 42 vessels, measuring an aggregate of 10,256 tons. The direct trade between the United States and this port is limited, owing to the facilities afforded in the coasting trade between this point and Callao.

ARICA.

The staple exports from the port of Arica are tin, copper ore, Peruvian bark, and alpaca wool. With the exception of the latter, all these exports are of Bolivian produce. Indeed, the port of Arica is merely a transit port for Bolivian produce and trade. Owing, however, to some misunderstanding between the governments of Peru and Bolivia, which resulted in the imposition by the former, in 1853, of 40 per cent. duty on the produce of the latter passing through this port, this transit trade is now conducted through the port of Cobija (Port La Mar), the only port open for foreign commerce in Bolivia. The imports from the United States are cotton domestics, blue drills, chairs, and shoes, on which last-named article a duty of 40 per cent. is levied.

IQUIQUE.

This port possesses a harbor safe and commodious, and is well protected by the island of Iquique from the heavy swells which, in the winter season, set in from the southwest. With the exception of a few months during the late revolution in Peru, up to the month of July, 1855, when it was declared a "puerto mayor," Iquique ranked as a "puerto menor," with some extra privileges. The province of Iquique is the great centre of the nitrate of soda trade; and to this article alone it owes it present position. Out of a population of about 15,000, four-fifths are more or less interested in this trade. At the works, the nitrate of soda varies in value from 81¼ cents to $1 06¼ per quintal. The rate of carriage to the coast varies from 68¾ cents to 93¼ cents per quintal. The average rate paid for the article placed on the beach is $1 75 per quintal; and this price gives the makers a profit of 9⅜ cents per quintal.

Nitrate of soda is always sold deliverable alongside the ship's launch, outside the surf. The merchant has to bag and embark it, which costs him about 21⅜ cents per quintal. Selling it, therefore, at $1 87½, would yield him a profit of 15⅝ cents per quintal.

Nitrate of soda is used in the manufacture of sulphuric and nitric acids, and as a fertilizer. Between 1820 and 1830, attempts were made to export it to the United States and England, but the cargoes were unsaleable. Soon afterwards, however, its value became known, and, at this time, the quantity annually exported reaches nearly 4,000,000 quintals.

The following statement will show the total amount of nitrate of soda exported since 1830, when the trade began:

1830 to 1834, inclusive	361,385	quintals.(*a*)
1835 to 1839, "	761,349	"
1840 to 1844, "	1,592,306	"
1845 to 1849, "	2,060,595	"
1850 to 1854, "	3,260,473	"
Total	8,036,108	"

Tabular statement exhibiting the quantities of nitrate of soda, in quintals, exported from 1850 *to* 1854, *both inclusive, and the countries to which exported.*

Countries.	1850.	1851.	1852.	1853.	1854.
Australia					7,000
Belgium		6,447			
California					5,242
Chili	4,995	3,180	8,346	12,000	14,085
France	87,827	154,331	60,561	150,423	96,446
Germany	33,630	44,671	44,627	188,258	89,609
Great Britain	304,459	271,137	360,703	406,391	431,635
Holland	40,642	26,912	7,879		14,691
Italy	10,654	7,399		10,200	
Spain				16,138	
Sweden			4,700		
United States	25,130	33,136	38,436	58,562	48,555
West Indies		9,709	2,287		
Peru (North)	3,542	3,178	6,090	1,495	1,198
For orders		39,807	29,647	23,065	11,418
Total	510,879	599,907	563,276	866,532	719,879

Before Iquique was constituted a puerto mayor, foreign vessels, from any foreign port, could call and anchor, provided their cargoes consisted of nothing but the following articles: peas, beans, lentils, Indian corn, wheat, barley, nuts, raisins, almonds, cocoanuts, flour, bran, biscuit, maccaroni, frangallo, chococa, dried potatoes, fat, butter, tallow, lard, jerked beef, cheese, live and dead stock, salted meats, and all kinds of vegetables and roots, candles and soap, firewood, timber for building, coals, bricks, iron, steel, nails, tools for mines, empty sacks, twine, machines for making nitrate or distilling water. It is now open to general commerce, and will, necessarily, become a port of much importance. Being the most windward of the Peruvian ports, vessels proceeding from the south, having other goods on board than those above specified, were obliged to go to Arica, the first puerto mayor, and, after despatching at the custom-house there, beat back again to Iquique, at a cost of from five to fifteen days' sailing. The consequence of this restriction was, that but few vessels entered this port with cargoes direct from foreign countries. Another advantage to be derived from making Iquique a puerto mayor is, that it will open a transit trade into Bolivia, and thus render this port an entrepot for an extensive trade with that republic. The distance to Potosi is much less—less, it is

(*a*) The quintal equals 100 lbs. Spanish, or 101.44 lbs. avoirdupois.

stated, by three or four days' journey, than by the way of Cobija. The mules would only have to travel 15 leagues without water, and the pass in the Cordillera is equally as favorable as by the latter route.

TUMBEZ.

No vessels except whale-ships are allowed to enter at this port. The privileges to which American whalers are entitled by the 12th article of the treaty of Peru with the United States, have already been stated. The market of Tumbez is supplied chiefly by American whale-ships, which usually import small quantities of American manufactured goods, flour, &c. Other foreign whale-ships must conform to the general regulations of commerce, which allow them to anchor, provided they have on board only the products of the fishery, provisions and supplies necessary for the use of the vessel and crew, and to sell oil and candles to any amount, in exchange for provisions, free of import duty.

The following summary exhibits the number and tonnage of American whaling-vessels which arrived at the port of Tumbez, from August, 1852, to June 30th, 1855:

Years.	No. of vessels.	Tons.
1852	28	7,717
1853	57	17,379
1854	64	19,042
1855 (first 6 months)	32	9,740

Comparative statement of the commerce of the United States with Peru, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$33,424	----------	$33,424	$336,112	735	----------	330	----------
1846	----------	----------	----------	252,599	496	291	----------	----------
1847	192,978	$34,559	227,537	396,223	919	1,208	----------	562
1848	124,618	16,731	141,349	317,759	998	2,732	1,085	1,419
1849	93,195	18,041	111,236	446,953	5,701	5,611	1,293	2,291
1850	258,939	16,789	275,728	170,753	5,100	10,332	1,808	7,340
1851	249,760	22,338	272,098	94,733	20,102	18,920	5,751	13,519
1852	333,794	22,048	355,842	694,892	29,014	5,179	18,075	11,331
1853	657,316	40,261	697,577	173,441	14,965	63,246	17,558	37,410
1854	651,707	33,448	685,155	1,005,406	158,400	121,825	21,322	36,685
1855	756,323	114,223	870,546	597,618	157,232	85,151	11,977	25,377

GUANO.

THE vast deposits of guano (*a*) on the Chincha Islands, alluded to in the commencement of this Digest, form the chief basis of the foreign trade of Peru, especially with the United States. It has been deemed not inappropriate, therefore, to append, in detail, such official and other reliable information on this subject as is in the possession of the Department.

According to a report made by a commission specially deputed by the Peruvian government in 1853 to survey the Chincha Islands, the quantity of guano in the deposits at these islands was 12,376,100 Peruvian tons, equal to 11,050,068 tons English; the northern island containing 4,189,477 tons, the middle island 2,505,948 tons, and the southern island 5,680,675 tons.

This estimate, if correct, would, at the present rate of exportation—say about 300,000 tons per annum—afford to the markets of the world a supply of guano from the Chinchas for about forty years; after which period, recourse might be had to the Lobos and other islands. In view of the fact now generally conceded, that land which has been once manured with Peruvian guano, will always require that stimulant, it may be interesting to ascertain what prospect there would be of procuring a permanent supply, sufficient to meet the agricultural wants of the world, at other deposits, or in other countries, supposing that the efforts of science may not succeed in discovering a substitute for that popular fertilizer. The facts bearing upon this inquiry are copied or condensed from official reports of the Peruvian government, or from official communications to the Department of State of the United States, and may, therefore, be viewed as generally correct:

ABSTRACTS OF REPORTS AND DESPATCHES.

Guano has been found along the coasts of Peru, Bolivia, and Chili; but the principal deposits are upon the three islands of Chincha, near Pisco, and the Lobos Islands, between Lambayeque and Paita, in Peru. The supply of guano at the Chincha Islands, alone, from whence only the exportation is permitted, cannot be exhausted during the present century at least. The quantity existing at the Lobos is estimated, from a recent survey made by an American engineer, to be not less than 2,000,000 of tons, and of a quality equal to that of the Chincha Islands.

Guano is also found in many spots along the coast of Bolivia. Pacquica, in the desert of Atacama, is the principal Bolivian port for shipping it. The guano is, however, so mixed with sand, or so buried and inaccessible, as to be nearly valueless. It is like mining to get it from under the sand, and costs from $11 to $12 per ton to put it on board. The first cargoes sent from there cost about $7 per ton; and only 24,794 tons have been shipped during the last five years, of which 5,916 tons was the quantity exported in 1847. It is becoming daily more scarce and expensive, and may be set down as of little importance, and not likely to interfere with the guano of Peru. The present British contractors with the Peruvian government have also an unexpired contract with Bolivia, under which they hold an exclusive privilege for the further shipment of about 10,000 tons. They pretend that, if the contract were completed, there would be none left.

The late Bolivian government, however, endeavored to obtain a small loan on its guano, but no offer was made, upon any terms; thus showing the little esteem in which the article is held, and how little danger there is, for the moment, of competition with that of Peru.

Guano, it may be said, does not exist in Chili; the small quantity of inferior quality that was found there, on the borders of the desert of Atacama, being exhausted.

Concerning the situation and character of the deposits of guano (*huaneras*) in the republic of Peru: nearly the whole coast of Peru, from the 6th to the 21st degree of south latitude—the point at which the river Loa empties its waters into the Pacific—affords deposits of guano of

(*a*) Called *huano*—a term of Indian origin—by the Peruvians.

excellent quality, in prodigious abundance, and promising immense revenue. The formation of the islands and cliffs on which the guano is accumulated is generally primitive rocks, composed of granite, hornblende, gneiss, quartz, and feldspar. The guano is found in layers or strata, more or less thick, and in a horizontal direction, though sometimes they are so inclined as to become nearly vertical—a phenomenon which, as in the undulating layers, induces the belief that the foundation has undergone subterranean changes subsequent to the formation of the deposits. As it is observable in some of the deposits, that the guano lies under masses of alluvia from two to three yards in depth, containing impressions of marine shells, which, in their turn, are beneath superposed guano, also covered with sand, it is probable that they are of a date anterior to the deluge, or to the partial cataclysms and commotions that the globe has since experienced. The deposits are, for the most part, covered with a top-crust from four to six inches thick, though, occasionally, it is even three or four feet deep—called by naturalists "*caliche*," composed of salt and sand. No experiments have been made to try the effect of this substance upon vegetation, but it probably contains a great proportion of ammonia, and is so intimately connected with the guano, that, although this manure is found in the deposits without the crust, yet the *caliche* is invariably an indication of the existence of guano. The color of guano in the deposits varies from white to bright red, passing through the intermediate shades of light grey, dark grey, and brown; the last of which is mixed with excrement of the sea-lion, and is of little use to the agriculturist. The specific gravity of guano seems to be in direct proportion with its color and quality, as the dark grey and reddish are the heaviest. For this reason, it is difficult to ascertain exactly the weight of a cubic vara(*a*) of guano of different colors. The variation in the experiments having been from twelve to sixteen hundred pounds, it was determined to assign the weight of half a ton to the cubic vara of guano. To facilitate the examination of the guano deposits, it is proper to divide them into three grand sections: the *southern*, embracing the coast from the boundary of Bolivia to Arica; the *central*, comprising those between Arica and Callao; and, finally, the *northern*, including the remainder between Callao and Paita.

SOUTHERN DEPOSIT.

Chipana.—The deposit bearing this name is situated in 21° 22′ south latitude, and consists of a table rock between 25 and 30 varas above the level of the sea. Its greatest length is 357 varas, by 131 varas in breadth, making a superficies of 46,767 square varas.

Huanillas.—This deposit lies in 21° 18′ south latitude. It contains four valleys, or *quebradas*, in which the guano is accumulated; the superficies is 158,242 square varas, or 3,825,010 cubic varas of guano.

Punta de Lobos.—A salient point in latitude 21° 6′ south is called by this name. It is composed of mica and granite. The guano lies in the valleys, or *quebradas*, in layers, whose mean height is from 15 to 20 varas. The length of the deposit is about fifteen hundred feet. The superficies is equal to 138,579 square varas, or 2,921,580 cubic varas of guano.

Pabellon de Pica.—The tent-shaped appearance and proximity of this hill to the village of Pica have given it this name. It is situated in 20° 57′ south latitude. The guano of this deposit is found in crevices of different depths, the superficies being 240,801 square varas, or 5,950,000 cubic varas.

Puerto Inglés (English Port) is at a little upwards of a quarter of a mile from the Pabellon, on a small peninsula, the form of which indicates that it was an island in remote ages. The guano in this deposit forms an eminence upwards of 500 varas long, by 250 to 300 varas in breadth, giving a superficies of 159,251 varas. Taking these data together, with the mean height of the bank, the quantity may be estimated at 2,585,020 cubic varas of guano.

Islands of Iquique and Patillos.—To the north of the Pabellon and Puerto Inglés, in latitude 20° 46′ south, lie the islands of Patillos and Iquique—the latter in the bay of that name. Both

(*a*) The vara equals 38.384 English inches.

were important deposits in bygone ages, but they are now exhausted, and, as they contain only the small quantity daily left by the birds, it is all new. Notwithstanding the scarcity of the accumulation, the farmers of the neighborhood take all the guano away periodically; and, as the regeneration of the deposits, which, for more than two centuries, supplied the wants of a great part of the country, is thus prevented, it would be well to prohibit all access to these islands, and other islets similarly situated on the coast, so that the birds may resort to them without disturbance, and reserves of manure be created in time of need.

PUNTA GRANDE.—The promontory situated in latitude 20° 23′ south, at four leagues' distance from Iquique, is called "Punta Grande," and the guano in this deposit is found in several valleys facing the sea. The nucleus of the locality is composed of quartz, intersected by veins of feldspar, more or less compact, with a calcareous superficies. Punta Grande, being in proximity to the Morro of Tarapacá, which is a kind of sandy mountain, the guano in the deposit is covered with heavy layers of sand, so that it would require considerable excavations to obtain it. For this reason, these are called "subterranean deposits;" and it is difficult, on that account, to estimate the quantity they contain. Nevertheless, in the opinion of experienced persons, the amount must be immense. There are many reasons, also, for believing that these deposits were used in the time of the Incas; and, notwithstanding the extensive excavations made up to the present time, there are many deposits still untouched. The quality of this guano is very *fair*—the dominant colors being reddish and ashy.

OTHER DEPOSITS.—Besides those already described, there are smaller deposits of white, fresh guano, upon different rocks and points between Iquique and Punta Grande; and at Pisagua, a small landing-place to the north of the Punta, from which the manure is taken for the use of the coast. There are, also, localities belonging to individuals; but the quantity in them is so inconsiderable as not to merit particular mention. The total quantity of guano in the Southern Deposits, or *huaneras*, mentioned above, may be estimated at 15,842,814 cubic varas, or 7,921,407 tons of guano, as exhibited in the following table:

Deposits.	Cubic varas.	Tons.
Chipana	561,204	280,602
Huanillas	3,825,010	1,912,505
Punta de Lobos	2,921,580	1,460,790
Pabellon de Pica	5,950,000	2,975,000
Puerto Inglés	2,585,020	1,292,510
Total	15,842,814	7,921,407

CENTRAL DEPOSIT.

The three magnificent deposits formed on the islands of Chincha, at 13° 32′ south latitude—that is to say, at the distance of twelve miles from Pisco—constitute in themselves the middle *huaneras;* for, although some manure is found on the cliffs of Corredas and Viejos, and on the small island of Ballesta, it is found upon points visibly inaccessible, and the entire quantity does not amount to thirty thousand tons weight. As no one is ignorant that the islands of Chincha form the chief riches of Peru, and that the guano sent to foreign markets is extracted from them, and that the quantity accumulated there is greater than in all the *huaneras* collectively, it is deemed admissible to enlarge somewhat upon the produce of these islands.

The Chincha Islands, when compared one with another, differ very little in their general character. They rise gradually from the sea to a point or ridge which is about one hundred varas (or three hundred feet) above the level of the ocean. Their geological structure consists

of well characterized granite, and the guano is found deposited in parallel layers or strata, varying at times to undulating. The predominant colors are dark grey, light grey, ash colored, dirty white, and reddish brown. The color, however, does not appear to be indicative of the quality of the guano, as the same fecundating principle exists, whatever may be the color of the coating. Nevertheless, the lighter-colored guano contains the greater quantity of ammonia. Pure ammonia has been found at the Chinchas, which substance is nearly white.

Notwithstanding that nearly all the *huaneras* are covered with a mechanical crust called "*caliche*" (calculus), those at the Chinchas are an exception to the general rule, as the guano is pure, even at the superficies; and the thousands of birds which produced these veins of wealth built their nests in excavations made by them in the deposits. The deposits in question were measured in 1842, by Don José Villa, and also by Señor Rivero four years later. The former calculated the quantity at fifty millions of tons; the latter reduced this estimate by two-thirds; and to explain the cause of the enormous difference between their calculations, he says: "The mean height of the salient points of the island is ten varas, and of the parts at the greatest distance from the shore, twenty varas; and it is only in the central parts that the depth of the guano is forty varas. Señor Villa believed that the amount of the successive cuttings, up to the principal one, was forty varas, whereas it did not exceed fifteen; and to this he added forty more, for the principal cuttings. A grand mistake; for, admitting it as a probable term on which to base a calculation, it were required that this central cutting should extend in a uniform layer to the very shore, presenting a depth of eighty varas. And, not content with his hyperbole, he added, that there were points still higher, where, according to his opinion, the guano must be 100 varas deep, or more, when the islands themselves are scarcely as high above the level of the ocean!"

After making these observations, and adding that he had excavated at the bottom of the deepest cutting only three varas before coming to the rock, Mr. Rivero gives the following as an approximate estimate of the quantity of guano contained in the three islands of Chincha:

Northern island.....	15,200,000	cubic varas	=	7,600,000 tons.
Middle "	12,900,000	"	=	6,450,000 "
Southern "	8,400,000	"	=	4,200,000 "
Total	36,500,000	"	=	18,250,000 "

This statement, therefore, shows that the islands of Chincha contain, upon a reasonable admeasurement, at least 18,250,000 tons of guano.

NORTHERN DEPOSITS.

These are, without doubt, inferior to those already described, as they are, for the most part, upon small islands, very low, and constantly beaten by the winds from every quarter; and the layers of guano are usually not very deep, and are frequently mixed with sand. In their present state, the Northern Deposits would yield barely sufficient guano to supply the foreign demand for a very few years; but the quality is good, and they have become the resort of the innumerable clouds of birds which, frightened from the south and centre by the increased commerce along the coast, have taken refuge in those solitary places. This part of the coast is destined to renew the sources of public wealth, when the springs which are used to-day shall be dried up and exhausted. The islands to the north may be divided into four heads, and the Lobos de Sierra are first in importance.

THE LOBOS DE TIERRA lie 25 miles SW. of Lambayeque, in latitude 5° 6′ 30″ south. The group consists of one large island, and three (rocky) small islets adjacent to it. The principal island is an immense oval, narrowing towards the centre and north. The rocks are only partially and very unequally covered with guano; the deposits being interrupted by points of rock and ravines. Estimating together all the manure found in different parts of the island, on the point called "Punta Corcobada," and the point opposite the islet "Felix Gonzales," the quantity

is about 150,900 cubic varas, or 75,450 tons. A high promontory upon the island is called the "Punta Corcobada," from its peculiar shape. The superficies is extremely irregular, and contains a large quantity of whitish guano, apparently of recent formation; the stratum is not deep, but is of very fine quality. The structure of this locality is very favorable for the accumulation of guano; and as, in addition to this, it is protected from the winds, and as, moreover, the birds congregate to it in greater numbers than to any other place in the section now being described, there is every reason to hope that it will become, in time, a vein of great importance. The superficial extent of the Punta Corcobada is 113,940 square varas, or 224,760 cubic varas, equal to about 112,380 tons of guano.

ISLAND OF BERMEJA.—At the distance of three hundred yards to the west of the main island, and connected by reefs of rocks which are under water at high-tide, lies the islet of Bermeja, in the form of a spatula. Its length is 495 varas; breadth, 220; height, 30 to 35 varas. It is covered with an abundant deposit of guano, of excellent quality, and has the crust of salpetre, so common in the southern *huaneras*. The area of the Bermeja is 52,926 square varas; its greatest depth, 36 feet; and the quantity of guano found therein is about 317,556 cubic varas: equal to 158,778 tons.

THE ISLET OF FELIX GONZALES is one mile distant from the Punta Corcobada, to the southwest. It is 90 varas long, 70 broad, and 15 varas above the level of the ocean. The guano found on it is of the best quality, from 4 to 5 varas in depth. The area is 6,550 square varas, or 26,200 cubic varas, equal to 13,000 tons of guano.

COLORADO ISLET.—This islet is situated to the southeast of the main island, and is 336 varas long, 180 broad, and 25 to 30 varas above the level of the ocean. The rock is entirely covered with guano, to the depth of 39 feet. The color of the guano, as the name of the island indicates, is reddish; but towards the centre of it the layers are grey and ash-colored, with a strong odor of ammonia. Immense flocks of birds congregate at the island, to build their nests in the guano and in the caverns. The superficial measure of the guano is 31,510 square varas, or 236,300 cubic varas, equal to 118,115 tons.

The result of the admeasurement of the principal island, and the rocky islets lying near it, gives the following as the quantity of guano at the Lobos de Sierra:

Principal island.....	150,900	cubic varas,	or.....	75,450	tons.
Punta Corcobada.....	224,760	"	"	112,380	"
Isla Bermeja.....	317,556	"	"	158,778	"
Felix Gonzales.....	26,200	"	"	13,100	"
Islet Colorado	236,300	"	"	118,150	"
Total.....	955,716	"	"	477,858	"

LOBOS DE FUERA.—Two islands, lying in 7° 3′ south latitude, are known by the name of Lobos de Fuera. They are separated from each other by a channel not more than 130 feet in breadth, running NE. and SW. The formation is slate; superficies very irregular. There is an abundance of guano, to all appearance mixed with the excrement of sea-lions, (lobos,) which are very numerous. Immense flocks of birds (chiefly divers) frequent the islands. As the northern island is not easily accessible, the public engineer could only survey the southern one. According to his estimate, the latter has an area of 292,380 square varas, and the body of guano it contains is 531,486 cubic varas, or 265,743 tons.

ISLANDS OF GUAÑAPE.—These two islands are situated in 8° 36′ south latitude, at about five miles from the coast. They are of granite, and rise out of the ocean to the height of 500 feet. The northern island contains guano; but, being pyramidal in form, great quantities are blown off by the winds. Notwithstanding the periodical loss, there are still about 159,600 cubic varas of guano remaining, or an estimated quantity of 79,800 tons.

Island of Santa.—The island of Santa lies in 9° 11′ 5″ S., and contains only a few tons of guano of recent formation. Although it may not be interesting at present, it is probably destined to become of great importance. According to the reports made by the fishermen who visit this island, the superficies of the island was a bare rock, unfrequented by birds some 15 or 20 years ago. The aspect is different at present. The guano begins to accumulate; clouds of birds resort to the island; and its vast area, not long since silent and deserted, will, without doubt, become the centre of new deposits, prepared by Providence for future generations.

Island of Ferrol: Situated in latitude 9° 7′ S., of a triangular form, and contains an area of 61,400 cubic varas.

In addition to the deposits above enumerated, guano is also found in small quantities on the islands of Malabrigo, in latitude 7° 49′ S.; San Martin, or Doña Maria, 11° 4′; Mazorque, 11° 25′; Pescadores, 11° 46′; Las Hormigas, 11° 56′; El Pelado, 11° 35′.

The quantities of guano contained in the Northern Deposits is shown by the following table:

Deposits.	Cubic varas.	Tons.
Lobos de Tierra	955,716	477,858
Lobos de Fuera, or de Afuera	531,486	265,743
Guañape	159,600	79,800
Ferrol	61,400	30,700
Total	1,708,202	854,101

General table of the deposits of guano.

Sections.	Deposits.	Tons.	Total.
Southern	Chipana	280,602	
	Huanillas	1,912,505	
	Punta de Lobos	1,460,790	
	Pabellon de Pica	2,975,000	
	Puerto Inglés	1,292,510	
			7,921,407
Central, (or on the islands of Chincha)	North island	7,600,000	
	Middle do	6,450,000	
	South do	4,200,000	
			18,250,000
Northern	Lobos de Tierra	477,858	
	Lobos de Fuera	265,743	
	Guañape	79,800	
	Ferrol	30,700	
			854,101
Total			27,025,508

It may be added to the foregoing, that, according to the report of a new commission appointed to examine, survey, and report upon the guano deposits, it appears that there were not more than 8,000,000 tons of guano remaining at the Chinchas in 1854. (*a*) The Peruvian government has not yet officially published this report, but the information has been given in the

(*a*) This estimate, it has been stated, was underrated designedly.

Peruvian newspapers. If the statement be correct, the quantity accumulated at those islands would be only sufficient to supply the demands of the markets of the United States and England for about 20 years, at the present rate of exportation.

The following passage, translated from an article in the "Mensagero," a newspaper published in Lima, affords interesting information on the subject of guano deposits, of later date:

"Mr. Rivero examined, scientifically, the principal deposits of guano known on the coast at that time; and his statements in other researches in which he has been engaged having proved correct, reliance may be placed on his report. Since then, other deposits of importance have been discovered, especially in 'Independence bay,' beyond Pisco, where the quantity is said to eqnal that of the Chincha Islands. No regular survey has been made of this deposit, and it is surprising that the government should be so dilatory in obtaining minute information in a matter of such vital importance to its credit, and, it may be said, to its very existence. Making allowance for any exaggerations in the reports, it can be safely asserted that the quantity of guano existing in the deposits on the coasts of Peru is sufficient to supply the demands of foreign markets for a century to come, particularly as it is probable that the day is not distant when the researches of science may discover in other substances a fructifying principle, which will serve as a substitute for this singular product."

The guano from the islands of Lobos has been recently analysed by Mr. Raymondi, an Italian chemist employed by the Peruvian government for the purpose. Annexed is a statement showing its composition as compared with that from the islands of Chincha, from Patagonia, and from Saldanha bay. The strength and value of guano are estimated by the proportion of ammonia and phosphates it contains. That from the Lobos Islands, therefore, according to the analyses of the three samples, is more valuable for agricultural purposes than that of Patagonia or that from Saldanha bay. It is the policy of the Peruvian government to discredit the Lobos guano, so that it may be kept out of the market until the deposits on the Chincha Islands shall have been exhausted. The samples employed for the analyses were, consequently, taken from near the top of the Lobos deposits, and are not a fair specimen of the product of the islands. The lower layers are, undoubtedly, of better quality; and although, doubtless, inferior to the best from the islands of Chincha, it is still more valuable than any other manure that can be furnished at the same price:

Analyses of guano.

Elements.	FROM THE CHINCHAS.		FROM THE LOBOS.			FROM PATAGONIA.	FROM SALDANHA BAY.
	By Anderson. (a)	By the Kensington Laboratories.	By Raymondi.(b)			By Anderson.	By the Kensington Laboratories.
Water	13.73	9.30	12.50	16.50	13.35	24.36	14.47
Organic matter and ammoniacal salts	53.16	57.30	22.00	23.50	36.65	18.86	7.85
Phosphates	23.48	23.05	36.90	41.23	11.76	41.37	29.54
Alkaline salts	7.97	9.60	12.25	16.27	36.74	2.70	33.67
Sand	1.66	0.75	12.35	2.50	1.50	7.56	14.47
Lime	----------	----------	----------	----------	----------	2.94	----------
Sulphuric acid	----------	----------	----------	----------	----------	2.21	----------
Proportion of ammonia	17.00	18.87	4.26	4.35	6.42	2.69	0.47

(a) Chemist of the Royal Agricultural Society of Scotland. (b) Chemist of Lima.

The following table exhibits the number of tons of Peruvian guano exported to and sold in the United States and Great Britain during the years 1851 and 1852, together with the expenses of agency, freight, &c., and the net proceeds to the Peruvian treasury:

Sales of Peruvian guano during the years 1851 *and* 1852.

	Tons.	Gross proceeds.	Expenses.	Net proceeds.
IN 1851.				
United States	22,023	$1,015,485	$472,019	$543,466
Great Britain	88,368	3,974,590	2,126,685	1,847,905
Total	110,391	4,990,075	2,598,704	2,391,371
IN 1852.				
United States	47,529	$2,152,961	$945,918	$1,207,043
Great Britain	141,966	6,315,135	3,339,995	2,975,140
Total	189,495	8,468,096	4,285,913	4,182,183

The total importation of guano into the United States during the eight years ending June 30, 1855, was 495,047 tons. The largest importations were from Peru, and the smallest from Africa. In 1854, the importations of guano nearly quadrupled those of any preceding year, and exceeded those of 1855 by 1,888 tons.

The number of American vessels and their tonnage despatched from the Chincha Islands each month in 1853, and each of the first six months of 1854, is stated as follows:

IN 1853.

Months.	No. of vessels.	Tonnage.	TOTAL. Vessels.	TOTAL. Tons.
January	5	2,265		
February	4	2,005		
March	8	4,040		
April	18	10,878		
May	16	11,144		
June	18	10,850		
Total in six months			69	41,182
July	19	14,424		
August	17	10,596		
September	19	12,825		
October	30	22,681		
November	28	15,474		
December	26	19,953		
Total in six months			139	95,953
Total for the year			208	137,135

FIRST SIX MONTHS OF 1854.

Months.	No. of vessels.	Tonnage.
January	28	15,967
February	22	16,156
March	11	66,471
April	11	10,004
May	10	7,563
June	9	4,552
Total	91	120,713

The number and tonnage of foreign vessels from the Chincha Islands to the United States during the same periods, and the countries to which they belonged, is given as follows:

IN 1853.

Countries.	No. of vessels.	Tonnage.
British	25	12,934
Dutch	4	1,013
Chilian	2	1,003
Swedish	1	245
Hamburg	1	400
Total	33	15,595
IN 1854. (a)		
British	6	3,416
Swedish	1	262
Norwegian	1	379
Peruvian	2	840
Dutch	1	545
Total	11	5,442

SALE, EXPORTATION, ETC., OF GUANO.

As the system of exportation and sale of guano is complicated, and not generally understood in the United States, it has been thought proper to condense, from reliable sources, chiefly official, all the facts relating to the subject which are in possession of the Department.

The expense of loading guano at the Chincha Islands is about two dollars per ton, including the cost of bags for a ground tier in every vessel; but this cost may increase to a maximum of three dollars, perhaps, as the distance from the place of deposit to the vessel increases. The freights have been as high as thirty dollars per ton; but the increased navigation in the Pacific, consequent upon the acquisition of California by the United States, has reduced this sum to twenty and fifteen dollars, and even to as low as twelve dollars.

The exportation of the article to England first commenced in 1826, but was tried merely as

(a) Six months.

an experiment. It was not until more than thirteen years subsequently that guano was considered an article of commerce; indeed, it would seem, that even at that period the great importance and value of this fertilizer were not well understood by the Peruvian government; for it appears that the Chincha Islands, and all the guano found upon them, were then sold for the sum of $60,000—a sale which, had it not been subsequently annulled by judicial proceedings,(a) would have placed the agriculturists of the world at the mercy of an irresponsible monopoly of individual stock-jobbers.

The first guano contract was then made with the Peruvian government by the same parties whose purchase of the islands had just been cancelled; and in less than a year this contract was merged in another made in February, 1842, providing for a loan of $525,000, in consideration of the exclusive privilege of shipping 126,000 tons within five years. In July, 1847, (after the expiration of the first contract,) another was made by the same parties, providing for a loan of $600,000 in cash and $100,000 in scrip (equal to $615,000 in cash)—in all, $700,000 good money—in consideration of the privilege of exporting only to Europe 40,000 tons within six months.

In December, of the same year, a third contract was entered into with the same parties who had negotiated the two former, by which, in consideration of the privilege of shipping 100,000 tons of guano, a new loan was effected of $850,000. The principal stipulations of this contract were as follows: The loan was to be paid—$400,000 in cash, and the balance in monthly payments of $50,000; the contractors were to enjoy the exclusive privilege of exporting to any or all parts of the world 100,000 tons, register measurement—equal to nearly 140,000 actual measurement. The time allowed for the shipment of the 100,000 tons was limited to eighteen months from June, 1848, allowing an extension of the time (without exclusive privilege) in case a sufficient number of vessels could not be chartered to convey the whole quantity within that period. The guano was to be consigned directly to the contractors in England, or to their agents elsewhere. The guano was to be sold for account of the Peruvian government, the contractors being authorized to charge the usual commission and guaranty (about 4 per cent. on gross sales), and an interest of 5 per cent. upon all expenses, including freights advanced in England or elsewhere. The payment of the loan of $850,000, (the pound sterling being computed at $5,) with interest at the rate of 1 per cent. per month, is provided for: first, from the balances of account existing in favor of the Peruvian government on the books of the contractors, (that is, balances arising from the former contracts;) and second, from the net proceeds of the sales of guano shipped under the contract; one-fourth part of the net proceeds to be accounted for in the scrip of the government, at par value, with the interest added. This scrip, with the accruing interest added, cost the contractors, it is stated, about 10 cents to the dollar.

How much the contractors realized from this contract of December, 1847, cannot well be known. The following estimate, however, has been made:

Gross sales of 130,000 tons of guano, at $50 per ton, ($6,500,000,) on which the commission, at 4 per cent., was.....	$260,000
Estimated net proceeds, at $20 per ton, of which one-fourth part was accounted for to the government in its own scrip, costing the contractors (with interest added) about 10 cents per dollar, leaving a profit of 90 per cent. on the whole amount—say $650,000.....	585,000
Probable gain in exchange (at $5 per pound sterling) at least 10 per cent. on total net proceeds—say on $2,600,000.....	260,000
Total estimated profit.....	$1,105,000

(a) The contract was annulled by the supreme court of the republic, under the provisions of an old Spanish law, which gives the power of rescinding a contract to any seller, who, through ignorance or error, has sold his property at less than half its value.

It appears, then, that the total loans on guano, and the number of tons contracted for, up to the year 1848, were:

February, 1842.....	$525,000,	with privilege of	.....	126,000	tons.
July, 1847.....	700,000	" "	.....	40,000	"
December, 1847.....	850,000	" "	.....	100,000	"
Total loans.....	2,075,000		Total guano.....	266,000	"

Subsequently to the contract of December, 1847, another was made, by which the consignment of all guano shipped to England and the continent of Europe from December 18, 1849, to December 18, 1851, was conceded to the same parties; and a still later contract was entered into by the Peruvian minister in England, on behalf of his government, guarantying to the London house of Gibbs & Co. the consignments of all guano shipped to Great Britain and the continent of Europe, with the exception of France and Spain, from December 18, 1851, to December 18, 1855. By these latter contracts, loans were made, at different times, amounting, in the aggregate, to about two millions of dollars; the last loan of $1,200,000 being at a reduced interest of 5 per cent. In both the last contracts, the London house of Gibbs & Co. were made the agents for the payment of the Peruvian bonds held in England, amounting in 1850, back interest &c., to about $20,000,000. For the payment of this debt, one-half the proceeds of the guano sold there is now appropriated. The consumption of guano in Great Britain and on the continent of Europe is estimated at about 90,000 tons annually.

The first shipment of guano to the United States was made, it is stated, in 1845. In 1846, the Peruvian government contracted for the building of a war steamer, and appropriated the proceeds of 5,000 tons to the payment thereof. In the contract with Gibbs & Co., of December 22, 1847, it will be remembered that the exclusive privilege of shipping guano to all parts of the world was conceded to that firm. This was the first contract by virtue of which guano was shipped to the United States. Upon its expiration (Dec. 18, 1849,) the Peruvian Congress, by an act of January 25, 1850, authorized the Executive to contract for a loan of $384,000, to be paid from the sales made in the United States, and the Minister of Finance advertised for proposals. Bids were immediately sent in from five American houses of undoubted responsibility. One of these bids proposed the purchase of 50,000 register tons of guano at the Chincha Islands, at $20 per ton, to be shipped within five years; advancing the loan of $384,000 at 6 per cent. interest, with the usual articles regulating the commissions, exclusive privilege, chartering vessels, &c. This proposal, guarantying to the Peruvian government $20 per ton, (all previous contracts not yielding to the government more than $15 net,) was the most advantageous that had been made so far; yet it was rejected, through the influenee of European competitors, and the loan was advanced by the house of Gibbs & Co., at 6 per cent. interest, to be repaid out of the proceeds of sales in Great Britain.

There had been no formal cession, since the termination (December 18, 1849,) of the contract of December 22, 1847, of the right of the market in the United States, until the contract made with Barreda and others. Special licenses have been, from time to time, granted by the Executive to Gibbs & Co.; and this firm have therefore continued, through their agents, to control the consignments as much as ever.

The Peruvian government seems unwilling to enter into any arrangements either to sell at a fixed price at the islands, or that the article should be sold in the United States at a fixed price, and that a sufficient supply should be always in the market.

The countries to which guano is exported from the islands, by virtue of these several contracts, are: the United States, Great Britain, France, Spain, the Mauritius, China, the West Indies, and Venezuela. In the United States, the agents are Barreda & Brother in Baltimore, and J. W. Riley in New York; Great Britain, Messrs. Gibbs & Co., who also have the agency in Belgium and Sardinia; for the Mauritius, Kendall & Co.; for Spain, Murrieta & Co.

of London; for China, Sevilla & Co., of Lima. The agency of the West Indies is intrusted to Barreda & Brother; and that of Venezuela, under a recent contract, to Don Leocadio Guzman, the envoy of that republic in Lima. All these agents are paid commissions, varying from 6 to 7½ per cent., for selling guano, freighting vessels, &c. They are also allowed interest, at the rate of 6 per cent., upon all sums of money advanced to the government.

These contracts claim a general interest in the United States, as throwing light upon the complicated system which regulates the exportation and sale of guano; but the contract for supplying the United States themselves, possesses more immediate interest to the consumers in this country, and demands a brief additional notice—the facts and statements being copied or condensed from reliable sources.

The contract between the Peruvian government and Messrs. Barreda & Brothers, for the exclusive export and sale of guano in the United States during five years, was concluded on the 22d of August, 1851. According to its stipulations, the agents are entitled to charge six and one-half per cent. commission upon the gross product of the sales, in full for all their services as agents in selling the substance, chartering vessels, guarantees, &c. They are allowed six months to render an account of the different sales made by them; which term is absolute, unless good cause can be shown for delay. They are also authorized to charge six per cent. upon all money advanced to the government.

The consumers in the United States have complained that the enormous profits which accrue to those interested in the contracts with the Peruvian government for the sale of guano, have combined with other causes in keeping up the high price of the article. The chief ground of these complaints seems to be, that large profits *beyond* those legitimately incident to these contracts are realized in the shape of interest, premiums, &c., which are paid in the first instance by the Peruvian government, but finally fall upon the consumer of guano. These extra commissions amount annually to a heavy charge upon American shipping, and must necessarily tend to keep up the cost of guano to the consumer. In 1853, for instance, the amount of Peruvian guano exported to the United States, as stated from Peruvian returns,(*a*) was 137,135 tons register, or about 164,562 tons weight. The freight on this, at $17 per ton, amounted to $2,797,554. Five per cent. on this would be $139,877 70. This added to about $16,000 commissions, or port agency in Peru, would make a total of $155,887 70 levied as extra commissions, not authorized by the contract, as is complained.

These facts bear materially upon the consumption and sale of this useful fertilizer in the United States. The interest felt upon the subject has been evinced, as is well known, by large and respectable conventions of citizens concerned in agriculture, which have been held in various sections of the country, and by propositions introduced into Congress, having for their object such legislation as would lead to special negotiations with the government of Peru respecting the mode of exportation and sale of her great staple.(*b*)

No deposits of guano, which will at all compare with those of Peru, seem as yet to have been discovered, although most extensive explorations have been prosecuted; nor does science seem yet to have succeeded, though inventive skill has been tasked to the utmost, in manufacturing a substitute which would supersede the use or lower the price of the Peruvian fertilizer. Indeed, the very latest reports exhibit rather an appreciation in its price, and a large increase in its consumption.

(*a*) The United States Treasury Report on Commerce and Navigation for 1853, gives only 25,852 tons; but for 1854, makes the number of tons 163,662.

(*b*) As one of the results of these movements, may be named an act of Congress, approved August 18, 1856, "to authorize protection to be given to citizens of the United States who may discover deposits of guano."

BOLIVIA.

BOLIVIA.

BOLIVIA has an extreme length of about 1,000 miles, and an extreme width of 800, with a short coast-line on the Pacific, at its southwestern corner. Its population is estimated at about 1,500,000, including Indians. It is divided into seven departments and two provinces. Its capital is Chuquisaca.

The foreign commerce of this republic is conducted through the port of Cobija, on the Pacific, (the only accessible port in Bolivia,) and the ports of Peru, and amounts annually to about $4,000,000.

By virtue of the treaty of June 14, 1856, between Brazil and Paraguay, Bolivia is now opened to an Atlantic market. This treaty grants to the commerce of the world the unrestricted navigation of the Upper Paraguay. In 1853 a decree was promulgated by the supreme authority of the Bolivian government, declaring free to the commerce of all nations the navigable rivers of the republic, and established as free ports the points which, on their shores, have appeared most advantageous. This decree anticipated the treaty by some three years; but, as it now becomes operative, as respects the opening of Bolivia to the Atlantic by the waters of the Paraguay, it is given entire, as officially promulgated by President Belzu, at the palace of the supreme government, January 27, 1853:

Whereas, 1st. The eastern and western parts of the republic, enclosing vast territories of extraordinary fertility, intersected by navigable rivers flowing to the Amazon and to the Plata, offer the most natural channels for the commerce, population, and civilization of these districts; and,

Whereas, 2d. The navigation of these rivers is the most efficacious and certain means of developing the riches of this territory, by placing it in communication with the exterior, and applying to its waters the fruitful principle of free navigation, as useful to the interests of the republic as to those of the world; and,

Whereas, 3d. By the law of nature and of nations, confirmed by the conventions of modern Europe, and applied in the New World to the navigation of the Mississippi, Bolivia—as owner of the Pilcomayo; of the tributaries and the greater part of the Madeira; of the left shore of the Iténes, from its junction with the Saravé to its emptying into the Mamoré; of the western bank of the Paraguay to the Marco del Janrée, as far as 26° 54′ of south latitude, and of the greater part and the left shore of the Vermejo—has the right to navigate these rivers from the point in her territory in which they may be susceptible of it, to the sea, without any power being able to arrogate to itself the exclusive sovereignty over the Amazon and La Plata; and,

Whereas, 4th. This navigation cannot be effected unless the necessary ports are afforded for trade: Therefore, be it decreed—

Art. 1. The Bolivian government declares free to the commerce and mercantile navigation of all the nations of the globe the waters of the navigable rivers, which, flowing through the territories of this nation, empty into the Amazon and Paraguay.

Art. 2. The following are declared free ports, open to the traffic and navigation of all vessels of commerce, whatever may be their flag, destination, or tonnage. In the river Mamoré, Exaltacion, Trinidad, and Loretto; in the Beni, Renenavaque, Muchanis, and Magdalena; in the

Piray, Cuatro Ojos; in Chaparé, Coni and Chimoré, tributaries of the Mamoré, the points of Asunta, Coni, and Chimoré; in the rivers Mapiri and Coroico, tributaries of the Beni, the points of Guanay and Coroico; in the Pilcomayo, the port of Magriños, on the east coast of the Paraguay, La Bahia Negra, and the point of Borbon; in the Vermejo, the point situated in 21° 30′ south latitude, at which embarked, in 1846, the national engineers Ondarza and Mujia.

Art. 3. The vessels of war of friendly nations will also be permitted to visit these ports.

Art. 4. The government of Bolivia, availing itself of the unquestionable right which the nation has to navigate these rivers as far as the Atlantic, invites all the nations of the earth to navigate them, and promises—

1st. To donate in the Bolivian territory, for the purposes which the law allows, tracts of land, from one league to twelve leagues square, to the individuals or companies who, sailing from the Atlantic, shall arrive at any one of the points declared to be ports of entry, and may wish to found near them agricultural or industrial establishments.

2d. To guaranty the reward of ten thousand dollars to the first steamer which, through the Plata or Amazon, may arrive at either of the above-mentioned points.

3d. To declare free the river-exportation of the products of the earth, and of the national industry.

4th. In due time there will be established and regulated at the above-mentioned points, where it may be necessary, custom-houses for the loading and unloading of merchandise, the government seeing that the charges for the use of these custom-houses may be as moderate as possible.

5th. This decree will be submitted for the examination and approval of Congress on their next meeting.

6th. The Minister of State, in the office of Foreign Relations, is charged with its fulfilment, by circulating it, and communicating it to all whom it may concern.

A general convention of peace, friendship, commerce, and navigation, between the United States and the "Peru-Bolivian Confederation," was negotiated at Lima, November 30, 1836. Ratifications were exchanged May 28, 1838, and the convention took effect in the United States October 3d of the same year, by virtue of the President's proclamation. Among the stipulations, it is provided that favors granted to other nations shall become common; that commerce and navigation shall be on the footing of perfect equality with the most favored nation, the coasting trade being reserved; that merchants and others shall be free to manage their own business; that free ships make free goods, contraband of war excepted; and that the treaty shall continue in force for twelve years, and further, until the end of one year after either party shall have given notice of its intention to terminate the same.

On the 23d November, 1839, after the expulsion of Gen. Santa Cruz from Peru, the Congress of that republic passed an act disavowing this treaty of November 30, 1836, between the United States and the "Peru-Bolivian Confederation." This measure led to much diplomatic correspondence between the two governments, resulting in a new treaty with Peru, of July 26, 1851, superseding, as to Peru, that of 1836. No new treaty having been negotiated with Bolivia, the obligations of that of 1836 upon the government of that republic will continue for twelve years from the date of the exchange of its ratification, and until the expiration of twelve months after either government has given notice to the other of its intention to terminate the same, pursuant to its thirtieth article. The provisions of this treaty are, therefore, now in force between the United States and Bolivia.

The commerce of Bolivia with other nations is not extensive, and the data from which to make up a digest of its character and condition, past and present, are by no means abundant or satisfactory. The subjoined "Statement," communicated to the Department by the minister of the United States to that country, under date October 4, 1854, is, therefore, presented entire, as containing more reliable information upon the resources, trade, and commercial regulations of the republic, than could be elsewhere procured:

A STATEMENT RELATIVE TO THE CURRENCY, COINAGE, COMMERCE, AND PRODUCTIONS OF BOLIVIA.

Currency and Coinage.—The annual coinage is about $3,000,000, the largest part silver. Gold ounces and silver dollars are the only coinage of full value; the remainder is in halves, quarters, eighths, and sixteenths of dollars, with alloy, and short weight; intrinsic value, about 65 per cent. This small coin forms the chief currency of the country, and circulates largely in Peru, where it was freely sent and received in payment for goods previous to the interdiction of traffic and transit, resulting from the declaration of war by Peru. The government prohibits the exportation of uncoined gold and silver, and purchases it from the mint, paying, previous to the interdiction, one-half in ounces and dollars, and the other half in small coin; but now paying all in small coin. Previous to the interdiction, it imposed an export duty on ounces and dollars of 6 per cent.; small coin, free; a *mint* duty of 12 per cent. on ounces and dollars, and they are but rarely issued at that rate. The exportation of all coin is now prohibited to Peru. No prohibition by Cobija; but the coin of full value cannot be obtained for exportation, and the small coin is worthless for that purpose, except for Peru. Much of the gold produced is smuggled out of the country uncoined. No paper-money is issued or circulated in Bolivia. There is no copper coinage; the smallest coin being silver—one-sixteenth of a dollar.

Imports.—The foreign goods consumed and used in Bolivia are all imported by the Bolivian port Cobija, and the Peruvian port Arica, (*a*) both upon the Pacific, and their principal points of reception, for sale and distribution, are Potosi, Sucré, Cochabamba, La Paz, and Oruro. To these points the distances in leagues, from the two ports, Cobija and Arica, are as follows:

Ports.	Potosi.	Sucré.	Cochabamba.	La Paz.	Oruro.
Cobija	170	200	210	220	170
Arica	180	192	154	95	114

Cochabamba, La Paz, and Oruro receive all their goods from Arica, except unbleached shirtings, wines, and liquors; these come by Cobija, on account of the higher duties by Arica. Potosi and Sucré receive seven-eighths of their goods from Cobija.

The whole annual imports are about $4,000,000 value on the coast, excluding duties and internal freights, viz:

English goods	$2,250,000
French goods	800,000
United States goods	750,000
German and Belgian goods	200,000
Total	4,000,000

This amount is supposed to be received for sale, at the various points, as follows:

Potosi	$750,000
Sucré	750,000
Cochabamba	1,000,000
La Paz	1,300,000
Oruro	100,000
Santa Cruz	100,000
Total	4,000,000

(*a*) The port of Iquique, being now declared by the Peruvian government a puerto major, will attract a large share of commerce destined for Bolivia; the route opened by this port being shorter by from five to fifteen days' travel.

The importations from the United States are put down at $750,000, but have been estimated, by many intelligent merchants, as high as $1,000,000. They consist chiefly of coarse cottons, such as grey domestics; plain and twilled drillings; blue and white denims; mixed, blue and white, and bleached shirtings, called here "tocuyos," as also are the grey domestics.

Duties on imports introduced by Arica.

Clothing, and men's boots and shoes, 30 per cent.; perfumery, clocks, playing cards, cigars, women's shoes, caps, and bonnets of all classes, iron and brass bedsteads, sofas, mirrors, lamps, candlesticks, chandeliers, gold and silver lace, and all kinds of haberdashery, and all other articles not enumerated in this class, 20 per cent.; woolens, silks, and linens, 15 per cent.; all cotton goods, except tocuyos or cotton shirtings, 12 per cent.; tocuyos 40 per cent.; earthenware, glassware, glass, and writing-paper, 8 per cent.; silver and gold plate, jewelry, and watches, 6 per cent.; books, 2 per cent.; quicksilver, musical instruments, (except guitars,) agricultural implements, and for the arts and trades, free. Liquors, wines, &c., pay duty to Peru, as if intended for consumption there.

Duties on imports introduced by Cobija.

Men's shoes and boots, clothing, saddles, hats, tocuyos or cotton shirtings, 20 per cent.; all kinds of liquors, wines, &c. 18 per cent.; perfumery, clocks, playing cards, cigars, women's shoes, caps and bonnets, iron and brass bedsteads, sofas, mirrors, lamps, candlesticks, chandeliers, gold and silver lace, all kinds of haberdashery, and all other articles not enumerated in this class, 10 per cent.; woolens, silks, and linens, 8 per cent.; cotton goods, except tocuyos, 5 per cent.; earthenware, glassware, writing paper, silver or gold plate, jewelry, and watches, 3 per cent.; quicksilver, iron not manufactured or wrought for manufactures, musical instruments, (except guitars,) implements of agriculture, the arts, and trades, carriages, printing-presses, types, &c., printed books, (except the 2 per cent. for the library,) free.

Specific duties on imports, both by Arica and Cobija.

Description of merchandise.	Quantities.	Rates.	Description of merchandise.	Quantities.	Rates.
Celforjas, (saddle-bags)	pair	$2 50	Galoons	ounce	$0 50
Sugar	arroba	50	Caps of fur	each	1 00
Boots	dozen	6 00	of silk or straw	do	1 50
Bootees, for men	do	4 00	for children	do	50
for women	do	1 50	Horse-shoes	dozen	4 00
Trunks	pair	5 00	Toys of all kinds	box	15 00
Nails	pound	12½	Picklocks	dozen	1 50
Locks and keys	dozen	1 50	Pataeas, (trunks of hide)	pair	2 00
Cigars	1,000	2 00	Gunpowder	pound	50
Wax	arroba	1 00	Saddles	each	6 00
Sperm candles	dozen	2 00	Hats	do	2 50
Bridles or bitts	do	1 50	Hat-bodies	do	2 00
Matches	gross	2 00	Shoes for women	dozen	1 50
Saddle-frames	each	2 00	for men	do	3 00

These specific duties are added for the declared purpose of protecting similar articles produced in the country. The high duty on tocuyos is for the same purpose. No transit duty through Peru; the custom-house charges amounting to about 2 per cent. The higher duties, by Arica, are for the purpose of encouraging commerce through the Bolivian port Cobija. All the foregoing rates of duties took effect in November, 1849. On the 26th of June, 1854, 5 per cent.

ad valorem was added to the rates by Cobija, to meet the present wants of the government; but it is thought they will be continued. All the ad-valorem duties are upon the value of the goods at the Pacific ports, thus excluding internal freights. The duties on all goods by Cobija are adjusted and paid there, for which bonds are received, payable one-half in thirty, and the other half in one hundred and twenty days. Payment may be made, two-thirds in the small coin, and the other third in government scrip, issued for a contingent reserve from salaries, worth from 25 to 50 per cent. The duties on goods by Arica, for La Paz, are adjusted and paid at La Paz; and on those for all other points at Oruro. During the last year (1853–54) transit and commerce through Peru has been entirely interrupted by the interdiction; and, consequently, the rates of duties and regulations for the introduction of goods by Arica are at present but nominal.

Port Charges.—At the port of Cobija, there are no pilots or wharves, and consequently no pilotage or wharfage is required; but it is necessary to pay a mole due and tonnage duties—the rates or amounts not ascertained.

Passports.—Before entering the interior of Bolivia, passports from the government are required, and are frequently refused. The regulations relative to landing at the port are not known.

Exports.—It is with great difficulty that an opinion is formed, or estimate made, of the exports of the country; the amount of the imports has, therefore, been taken as the value of the exports. It is safe to estimate that, for a series of years, the whole annual coinage ($3,000,000) is exported, as there is no perceptible increase of the currency; and that amount, added to the value of other articles known to be exported, is a strong evidence that the imports are not overrated:

Coin, silver dollars, and gold	$1,400,000
Peruvian bark	700,000
Copper (from Conocono)	300,000
Gold, in dust, (contraband)	300,000
Tin (from Oruro and Potosi)	30,000
Cheese, coffee, cocoa, chocolate, and wheat, (for Peruvian consumption)	70,000
Small coin (to Peru)	1,200,000
Total	4,000,000

Since the interdiction, exports have been almost entirely interrupted—the coinage of gold and dollars having been, in a great measure, discontinued; the small coin being of no value for exportation, except to Peru, where it is now prohibited; and the Peruvian bark and copper being produced too far from Cobija for transportation to that point. With the exception of gold and silver, there are no duties on exports. The government purchases from the producer, and sells the Peruvian bark, making to itself an entire monopoly in that article.

Vegetable Productions.—Bolivia lies entirely within the tropics, and its variation of climate arises, chiefly, from the great elevation or depression of various portions of the country. The leading characteristic of the Andes range, extending from north to south through Bolivia, is that of a vast elevated plain from eleven to twelve thousand feet high, from which, as their base, arise mountains, at some points isolated masses, and at others assuming the form, more or less distinct, of mountain ranges, especially upon the eastern and western exterior of the plain. The western frontier of Bolivia is upon this elevated region, except where a narrow strip extends to the Pacific between Peru and Chili. The eastern line of the Andes is exceedingly irregular and indistinctly marked; at some points, spurs extending far into the river-basins, and at others, valleys following up the courses of the streams, make deep indentures. The high, cold portion of Bolivia is supposed to be at least one-third of its territory.

All the minerals of the country, except the gold, are found in these elevated regions; and many of the gold deposits are in the streams in their immediate vicinity. There, too, is a large proportion of the population of foreign origin—the mines having been the chief inducement to the early settlement of the country. Agricultural improvement and culture have always been a secondary object, and have only been induced by the demand created in the mining districts.

The vast plain of the Andes, before referred to, is too cold to bring to perfection any of the ordinary vegetable productions, except potatoes. Barley is grown, but the seed does not mature, and it is used in the straw as food for animals. The sheep (llamas and alpaca) are found there in great numbers, (the latter avoiding a warm climate;) some horses and cattle of an inferior quality and size, and mules and asses wherever they are required for transportation. Consequently, the agricultural wants of the high country are supplied from the warmest valleys, which induct themselves within the line of the mountain range. These are frequently found furnishing all the tropical productions, within sight and within a few leagues of perpetual snow. It results, therefore, that a large proportion of the population which may be regarded as civilized, or of foreign and mixed descent, occupy the Andes plain, extending themselves only so far into the adjacent valleys as the agricultural wants of that plain require. To this general rule of settlement and occupation, there are some exceptions. Santa Cruz, in the eastern half of Bolivia, near the Rio Grande, is a town of some importance, in the heart of a vast, rich, agricultural region. This town was originally settled as a penal colony of Spain; but it flourishes now, from its favorable location furnishing to western Bolivia sugar, rice, tobacco, cotton, coffee, chocolate, &c. Other, and perhaps frequent, exceptions exist, where towns were built up beyond the described region of ordinary settlement, by the Jesuits, in the early days of Spanish occupation, and, since their expulsion, have continued as ports of traffic with the Indians. But, with these exceptions, the vast river-basins of Bolivia—nearly two-thirds of its territory—are still unoccupied and uncultivated, except by Indians; and many tribes of them are not subject to its civil or ecclesiastical jurisdiction. Semi-civilization, or the jurisdiction of civilization, is supposed to have receded since the expulsion of the Jesuits.

The agricultural capacity of this region may be judged from the following list of products found upon the borders of the Bolivian rivers supposed to be navigable—viz: the Beni, Guapore or Itnés, Magdalena, Piray, Rio Grande, Mamoré, Sicure, Chaparé, and Chimoré:

Cocoa is produced by cultivation, 1,000 arrobas (25 pounds each) for home consumption, and may be increased at will. In a wild state it grows in the greatest abundance, and may be gathered at little expense. It is considered of very good quality, especially in Yaracaras. Its price on the borders of the rivers is $1 50 an arroba. Coffee, very much appreciated for its quality, is but little cultivated; grows wild in abundance; any quantity may be gathered. It is exported to the Peruvian coast in small quantities, where it is preferred to the Mocha. Cotton, white and yellow, (the latter of a very rich shade and beautiful lustre,) very little cultivated; both abundant in the wild state, and of good quality. The Indians use both in manufacturing their dresses of many colors, which they produce by using rich dyes found in the country. The cotton is worth, with the seed in, from 50 cents to $1 an arroba. There are no machines for separating the seed. Tamarinds, very abundant, worth from fifty cents to a dollar per arroba. Rice, very abundant, worth from eighteen cents to twenty-five cents per arroba. Sugar-cane, cultivated on a small scale; it is very sweet, and any quantity may be produced. There is no machinery for manufacturing sugar. Ginger may be cultivated to any extent. Tobacco—of the best quality—perhaps, not inferior to the Havana, when cultivated; wild, very abundant,—but inferior, may be produced to any extent by cultivation.

The foregoing productions were introduced into the country, and very generally cultivated by the Jesuits; when they were expelled, their cultivation was in a great measure abandoned, and they have since grown in a wild state.

Spontaneous productions.—Indigo is not cultivated, but is found wild in great abundance; sarsaparilla, sassafras, and ipecacuanha exceedingly abundant.

Borders of the Beni.—Copaiva and other balsams, abundant; India-rubber exceedingly abundant, and no value attached to it; raisins of all kinds very abundant; also gum-lac; timber of various descriptions (some varieties said to be of good quality for ship-building); cabinet-woods abundant, and beautiful; dye-woods, gums, and drugs, of great variety; nutmegs, different in form from the common article, being oblong; almonds of large size, and very agreeable; cinnamon very abundant; Peruvian bark, very abundant, can be delivered on the borders of the rivers for $15 per cwt., exclusive of the duty to the gove nment, which is now $20 per cwt.; sucupira, a febrifuge, regarded in Bolivia as better than Peruvian bark, very abundant; tar very abundant, as also vanilla; a material for cables, ropes, and cordage, (the bark of a tree, and described by some naturalists as being as durable and strong as the Russian hemp;) cocoa-nuts very abundant; straw, for hats, resembling the Tuscany; tropical fruits in great variety.

In addition to these vegetable productions, are gold, wax, honey, tortoise, cattle, horses, hides and horns, and skins of wild animals (tigers, wolves, &c.); and there may be added, also, as productions of the high regions, skins of the chinchilla, and wool of the llama sheep and alpaca.

The foregoing statement of the currency and coinage, commerce, and productions of Bolivia, is made from facts and data obtained from the best informed and most reliable persons in the country; the estimates and statements from the various sources having been compared, and carefully corrected when varying. It may, therefore, be regarded as approximating to the truth, though, perhaps, not in every instance fully accurate.

No statistical tables or documents can be obtained.

Comparative statement of the commerce of the United States with Bolivia, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845	----------	----------	----------	----------	----------	----------	----------	----------
1846	----------	----------	----------	----------	----------	----------	----------	----------
1847	----------	----------	----------	----------	----------	----------	----------	----------
1848	----------	----------	----------	----------	209	209	170	169
1849	----------	----------	----------	----------	1,041	189	487	125
1850	----------	----------	----------	----------	846	887	1,280	370
1851	----------	----------	----------	----------	383	189	254	129
1852	$210,705	----------	$210,705	----------	----------	646	----------	----------
1853	41,572	----------	41,572	----------	----------	277	225	----------
1854	----------	----------	----------	----------	----------	----------	----------	----------
1855	----------	----------	----------	----------	----------	657	----------	----------

CHILI.

CHILI.

THE Republic of Chili (*a*) is divided, politically, into provinces, departments, sub-delegations, and districts, and comprises an area of 249,952 square miles.

The following tabular statement, exhibiting the names of the provinces, the number of departments, sub-delegations, and districts, and that of the inhabitants in each, is compiled from a "Memoir" recently prepared and published by Señor Don Manuel Carvallo, Chilian minister at Washington:

Names of provinces.	No. of departments.	No of sub-delegations.	No. of districts.	No. of inhabitants.
Atacama	3	25	82	35,000
Coquimbo	5	58	227	98,000
Aconcagua	5	41	242	110,000
Santiago	4	46	235	227,000
Valparaiso	3	19	111	90,000
Colchagua	3	23	90	175,000
Talca	2	19	46	81,000
Maule	6	36	154	170,000
Concepcion	8	61	301	190,000
Valdivia	3	14	48	33,000
Chiloe	10	24	110	60,000
Total	52	366	1,646	1,269,000

From the same "Memoir" is chiefly derived the following description of the physical geography and resources of Chili:

The Central or Andine valley constitutes the most fertile portion of the republic, and requires only good roads and thoroughfares to enable its products to reach a market and defy competition with those of any other soil. Wheat yields sometimes 100 per cent., but ordinarily from 50 to 70; maize, generally, more than wheat; and so with every kind of grain. Hemp is not inferior to the best European; linseed grows wild, especially in the province of Valdivia. The vine, as abundant and as excellent as the European, is found from the northern province of Copiapo, as far south as that of Concepcion, and will produce all the varieties of the foreign wines when the Chilians give due attention to the manufacture. Vegetables of all kinds, and especially the succulent bean, the varieties of which are numberless, furnish the laboring classes with a wholesome, cheap food, preferred by them to beef; while it has been fully demonstrated by the naturalist Gay that Chili is the country of the potato. The fruits and plants of all re-

(*a*) The name *Chili* is the sound uttered by a small bird very common in the country, and was probably given to it by the earliest tribes dwelling there.

gions grow abundantly in Chili in the open air; but the culture of some, as the cotton-plant and the sugar-cane, has been abandoned because of their unproductiveness.

Nature has been equally prodigal in the mineral kingdom of Chili. Gold is found in its mountains, as well as in the plains and valleys, and is mingled with the sands of many rivers and torrents; and the silver ore of Chanarcillo and Tres-Puntas has dimmed the reputation of the mines of Potosi. In copper, Chili has no competitor in the world, and its abundant ore is not seldom enriched by having in its composition nearly one-third of gold. To these three metals, and to the lead and tin, sufficient for home consumption, the mining industry of Chili is, at present, directed; but the investigation of naturalists has sufficiently demonstrated that quicksilver and iron, rich marble, jasper, alabaster, agate, jet, sapphire, porphyry, loadstone, rock-crystal, sulphur, coal, and slate might be made inexhaustible sources of wealth to the country.

Chili, during the last twenty-five years, has been rapidly advancing in commercial importance. From an insignificant village, Valparaiso, her chief seaport, has risen to the importance of a great commercial city, which, notwithstanding its constantly increasing improvements, is almost too small, at the present day, for the accommodation of its crowded population. Its imports in 1838 amounted, in value, to about $8,000,000; in 1840, to about $13,000,000; and in 1843, to about $18,000,000. In its export trade, its progress has been no less striking. Less than twenty-five years ago, five vessels exported, each year, the whole produce of the coast. In 1844, the number reached nearly 400; while the official Balanza for 1850 exhibits a total of 391 vessels, measuring an aggregate of 108,140 tons, employed in the export trade of Valparaiso during the first three months of that year. During the same period, there cleared from the other open ports of the republic 115 vessels, with an aggregate of 36,217 tons. During the year ending the 30th April, 1853, the number of vessels entered and cleared at this port was 2,274, with an aggregate of 708,566 tons; of which number of vessels, there entered 1,161, measuring in all 384,197 tons, and cleared 1,113, with an aggregate of 324,369 tons.

The commercial expansion of Chili would, no doubt, exhibit still more remarkable results, could that republic remain unaffected by the civil disturbances and commercial changes which have so often convulsed the political, and crippled the commercial, condition of Peru. Of late years, however, these have become less frequent; and the happy effects are already visible in the augmented prosperity of both these neighboring republics.

The revenues of Chili have augmented in a ratio equal to the increase of its commercial prosperity. Its foreign debt is yearly curtailed, and the interest on it paid with such punctuality as to have raised the 6 per cent. stock in London to 108. This debt, contracted during the war of Independence, consisted, originally, of a loan raised in England of £1,000,000. Owing to civil wars, and the generally unsettled state of the country, the debt, with the accruing interest, soon doubled itself. Under the administration of Secretary Rengifo, (in 1830,) a compromise was effected with the English creditors, and its terms have since been faithfully adhered to. In 1852, this debt was reduced to $7,104,000—one-half at 6 per cent., and the remainder at 3. The home debt has been reduced to less than $1,500,000, bearing 3 per cent. interest.

The merchant marine of Chili has also shared in the general prosperity of the republic. Steam-vessels can at all times obtain coal in the greatest abundance, and of an excellent quality, from the mines of Talcahuano, and at many points along the coast. With such advantages for the active development of her physical and commercial resources, Chili has long since drawn to her ports the merchants of the great industrial and commercial nations of the world. Among these, England, France, Germany, and the United States are the chief competitors for her foreign trade.(*a*)

ENGLAND.—The general commerce of England with Chili, imports as well as exports, repre-

(*a*) As these sheets go to press, it is announced that the Congress of Chili has approved a contract for establishing a railroad from Concepcion to Talcahuano; and that the Admiral of Chili is superintending the construction of a number of steamers at London for his government, intended to ply between London and Valparaiso and the ports of Chili and Peru; the first steamer of the line, measuring 1,000 tons, being nearly ready to start.

sents an annual value of about $9,000,000. This figure has varied but slightly during a number of years, owing, in a great measure, to the brisk competition of Germany, France, and Switzerland, especially in the importation of such description of merchandise as had been exclusively supplied by England, in the earlier period of Chilian foreign commerce. Cotton and woolen textiles, and cheap silks, constitute the chief imports in which England has long maintained a first rank. In the various descriptions of pure silks, England has been forced to yield to Germany, Switzerland, and France.

GERMANY AND SWITZERLAND.—The exports of these countries are cleared from the port of Hamburg. They have augmented largely during the past ten years, owing mainly to the improved system and the great progress of manufacturing industry in the States of the Zollverein, which enable them to supply textiles of wool and silk at low prices. They have, besides, succeeded in the manufacture of imitations of the costly patterns of Lyons and Mulhouse, which they send to Valparaiso, as well as to the other leading ports of South America. Swiss silk manufactures are likewise in high repute in the market of Valparaiso, both for home supply and for transit trade. Naples satins of every description, velvets, plain and figured, serge, taffetas, fine stuffs for under-garments, silks and brocades, silk handkerchiefs, bonnets, buttons, textiles of common and merino wool, and coarse cotton stuffs, are the usual German manufactures which are exported to Chili, to the amount, annually, of between two and three million francs.

FRANCE.—The commerce of France with Chili consists chiefly in the exportation of textiles of cotton, wool, silk, and sundries. Of the latter, paper, particularly ornamental paper of various patterns, is an article in great demand, not only in Chili, but in South America generally. In other descriptions of merchandise, such as playing cards, finely finished skins, mirrors, and jewelry, French commerce has had to contend with similar low-priced articles from the German States. French glasswares, however, still maintain their superiority in the Chilian markets, and are in higher repute than those of Germany or Belgium. The earthenware of Bordeaux is considered equal to that of England; but France does not compete with England and Belgium in that article, owing to its large bulk and small freight. French porcelain is, however, in brisk demand.

SPAIN.—Immediately after the acknowledgment by Spain of the independence of her ancient colony, the ports of the republic were thrown open to her flag, and their ancient commercial relations were at once renewed. This has opened a considerable competition with the other European nations in supplying the Chilian markets with liquors, wines, table oils, dried fruits, silks, iron, mercury, and other Spanish productions. This competition has been felt more especially by France, under whose flag these productions of Spain had been previously imported. Besides the preference given to the national flag, in the exportation of Spanish produce to Chili, it is stated that Spain receives the largest bulk of cocoa produced in Equador. Her vessels employed in this trade take out freight to Valparaiso and other South American ports, and then call at Guayaquil for homeward cargoes.

PERU.—The navigation and trade of Valparaiso with Peru are at all times active. The vessels of both countries transport to Peru flour, charqui,(*a*) and other products of the country; and carry back, chiefly, rice and raw sugar. Foreign vessels also touch at the Peruvian ports, deposit such portions of their cargoes as remain from the Chilian markets, and take in return cargoes, chiefly of cotton, saltpetre, and guano.

BOLIVIA.—This republic, possessing but one seaport (Cobija), which is not very favorably situated for the introduction of foreign merchandise into the interior, conducts such of its foreign commerce as is destined to supply that portion of the republic which comprehends its capital (Chuquisaca) and Potosi, through the port of Valparaiso. The foreign trade of La Paz, in the northern part of the republic, is supplied, to some extent, from Valparaiso; but the port of Arica, in Peru, is the great depot of transitage for that part of Bolivia. French silks and calicoes, representing in value nearly 2,000,000 francs, are annually forwarded to this republic through Valparaiso.

(*a*) Beef cut into small pieces and dried in the sun.

UNITED STATES.—The United States has ranked next after England and France in the foreign trade of Chili; but, since the incorporation of California as a State of the American Union, the first rank in this trade is now assigned to the United States flag. This trade consists in the exportation of cotton textiles, flour, salted provisions, and miscellaneous cargoes. The article of cotton manufacture called *tocuyos* is much demanded in Chili, and, until lately, imported from the manufactories of England exclusively, is now supplied by the United States, and constitutes a leading article of trade.

Besides the countries whose commerce with Chili has been thus sketched—the facts having been derived from French authorities(*a*)—this republic has also considerable trade with several other European and South American nations. From Belgium she receives cigars, refined sugar, woolens, window-glass, gin, cheese, paper, and books; from Central America, bastard pearls, hides, indigo, cochineal, sugar, sarsaparilla, dye-woods, cotton, and coffee; for which she sends, in return, from the warehouses of Valparaiso, textiles of cotton calicoes. Brazil sends no vessels to the ports of Chili; but there is some trade carried on between the two countries under the Chilian and foreign flags. Neither has Mexico any direct trade with Chili; but Hamburgian and English vessels annually supply the port of Mazatlan with valuable cargoes of European merchandise taken on board at Valparaiso. Owing to the restrictive character of Mexican commercial regulations, this trade is mostly contraband.

From the summary thus given of the foreign trade of Chili, it will be perceived that Valparaiso is the chief port of transit for the commerce of all the republics of South America.

The manufacturing industry of the southern provinces of Chili has made but little progress. There is but one establishment worthy of being specially noticed—namely, a copper foundry, which at the commencement of 1846 was in active operation; and from which, that year, were exported to foreign countries 4,000 quintals of its productions. The ore was supplied from the ports in the northern parts of the republic, and even from the Bolivian port of Cobija. Chili is, however, essentially an agricultural country. Independently of the working of the mines of gold, silver, and copper, and the casting of these metals, almost all the mechanical industry of the republic is to be found in the flour-mills, the tanneries and currying establishments, and the tailoring shops, where the *ponchos* or *mangos*(*b*) are made. There are, besides these, some establishments for the manufacture of candles and common soap. Still, there is but little probability that the manufacturing industry of Chili, at least for a great many years to come, will present any competition with the manufactured productions imported from Europe and the United States.

The following statement exhibits the general commerce between Chili and foreign nations from 1844 to 1847, both inclusive:

Years.	Imports for consumption.	Exports.	Total.
1844	$8,596,674	$6,087,023	$14,683,697
1845	9,104,764	7,601,152	16,705,916
1846	10,149,136	8,115,288	18,264,424
1847	10,068,849	8,442,085	18,510,934
Annual average	9,479,856	7,561,387	17,041,243

The total value of Chilian commerce for 1847, based upon valuations which are considerably above the true market price, amounted to $18,510,934, of which $10,068,849 was for imports, and $8,442,085 for exports, exhibiting an increase over 1844 of nearly 25 per cent.

Looking at the population of Chili, which is estimated at from 1,100,000 to 1,300,000, its commercial prosperity is, says a French statistical writer, proportionally greater than that of

(*a*) Annales du Commerce Extérieur. (*b*) A short circular cloak, having a hole in the centre to admit the head.

many of the old commercial countries of Europe, and almost equal to that of some of the first rank. The foreign commerce of France, in 1847, was equal to 75 francs per head of its population; while that of Chili, the same year, gave over 71 francs per head.

The duties levied on imports in the ports of Chili, on the total given for 1847, represented 11 per cent. on the whole amount. At Valparaiso, about $\frac{1}{2}\frac{3}{0}$ of these duties were collected; this being the most important port of the republic.

The following statement exhibits the principal countries which participated in the foreign commerce of Chili in 1847—for which year full returns are at hand—and the share assigned to each:

Countries.	Imports.	Exports.	Total.
England and colonies	$3,486,728	$3,905,950	$7,392,678
United States	819,445	1,596,154	2,415,599
Peru	1,173,302	904,079	2,077,381
France and colonies	1,122,089	764,546	1,886,635
Germany	918,021	424,673	1,342,694
Bolivia	954,699	132,168	1,086,867
Brazil	338.953	85,969	424,922
Spain and colonies	372,000	14,309	386,309
China	199,985	101,221	301,206
Uruguay	12	258,192	258,204
Belgium	130,543	20,612	151,155

The surplus was divided between the other South American states and the Polynesian islands.

The leading article of the Chilian import trade (for consumption) is cotton textiles. Thus, in 1847, among the imports we find as follows:

Articles.	Quantities.	Values.
Textiles of cotton—calico (tocuyos) ——yards	9,080,015	$645,873
chintzes ——do	197,259	447,089
handkerchiefs ——dozen	119,825	111,780
unenumerated ——yards	10,981,569	864,865

From this table it will be seen that these textiles of cotton (in the importation of which the United States need fear no competition), exclusive of various other descriptions of cottonades, amount to a value of $2,069,607, or $\frac{1}{5}$ of the whole importation.

As a matter of some interest to merchants engaged in trade with Chili, other descriptions of textiles, that are always saleable, and frequently in great demand, in the Chilian markets, are given in the following table:

Articles.	Quantities.	Values.
Handkerchiefs mixed (not all cotton) ——dozen	19,670	$388,650
Textiles of wool—flannels ——yards	263,287	213,576
cloths ——do	109,886	168,885
cassimeres ——do	132,980	131,471
Textiles not particularly described, of wool, silk, flax, mixed stuffs, &c., &c. ——yards	887,964	311,554

This second class of textiles, giving an aggregate of $1,214,136, brings the value of textiles imported to nearly $\frac{1}{3}$ of the value of the total imports of Chili.

Among the other imports, tobacco, for the most part from Peruvian ports, represents a general value, in round numbers, of about $800,000, sugar $800,000, and specie $1,500,000.

This analysis of the imports of Chili will be more complete by presenting a similar summary of the exports of domestic produce of that republic. The returns for 1847 exhibit the following results:

Precious metals:	Gold	$1,037,774	
	Silver	1,817,375	
			$2,855,149
Copper:	In bars	$1,899,253	
	In other forms	473,477	
			2,372,730
Cheese, wheat, and breadstuffs			996,820
This gives a total of			6,224,699

out of $8,442,085, which represents the entire exports of Chili in 1847. The other exports consisted of timber and raw hides, wool, salted meats, and sundry provisions. Re-exports consisted principally of specie, in the form of silver dollars.

The navigation during the same year was as subjoined:

Entered	1,434	vessels of	360,097	tons.
Cleared	1,411	"	352,010	"
Total	2,845	"	712,107	"

The total value of the commerce of Chili with foreign nations in 1848 was $16,954,000; of which, the value of imports (for consumption) was $8,601,000; that of exports of domestic produce $7,238,000; and that of exports of foreign produce $1,115,000.

Assuming the population of the republic to be 1,400,000, the share of this general commerce assigned to each inhabitant would be $12.11. This proportional value, or ratio of commerce to the population, is much larger than that presented by many of the states of Europe. The ratio of commerce to the population of the United States in 1850 is stated thus: proportion of retained imports and exports of domestic produce to each person $12.86; in 1853 it is given at $18.36.

The following analysis of the commercial movements of Chili in 1848 exhibits the countries which participate in it; the amount assigned to each, respectively, in round numbers; distinguishing the countries whose commerce had increased, and those whose commerce had diminished that year:

Countries whose commerce with Chili had increased in 1848.

Countries.	Imports.	Exports.	Total.
U. States, including California	$1,124,000	$1,635,000	$2,759,000
Peru	1,327,000	789,000	2,116,000
Equador	151,000	30,000	181,000
Central America	121,000	21,000	142,000	
Belgium	112,000	86,000	198,000
Sardinia	49,000	3,000	52,000
Holland	31,000	200	31,200
Denmark	13,000	6,000	19,000
Sweden	12,000	----------	12,000
Total	2,940,000	2,570,200	5,510,200

Countries whose commerce with Chili had diminished in 1848.

Countries.	Imports.	Exports.	Total.
England and colonies	$3,158,000	$3,872,000	$7,030,000
France and colonies	832,000	982,000	1,814,000
Germany	669,000	280,000	949,000
Bolivia	420,000	141,000	561,000
Russia	131,000	160,000	291,000
Spain	112,000	10,000	122,000
China	130,000	160,000	290,000
Mexico	68,000	29,000	97,000
Uruguay	2,000	177,000	179,000
Other places	----------	----------	111,752
Total	5,522,000	5,811,000	11,444,752

The amount of revenue realized from imports in 1848 was $1,941,532, of which there was collected at the custom-house of Valparaiso $1,692,000.

The number of vessels employed in the commerce of 1848 was:

Entered	1,397	vessels;	tons		343,456
Cleared	1,367	"	"		334,602
Total	2,764	"	"		678,058

Of these were:

British vessels	entered	110;	cleared		46
United States	"	54	"		17
French	"	21	"		12
Chilian	"	827	"		866

The navigation returns for the first six months of 1850, as given in the official Balanza of Chili, exhibit the following results:

Entered	1,071	vessels;	tons		297,801
Cleared	1,002	"	"		273,786
Total	2,073	"	"		571,587

Of these were:

Vessels entered and cleared.	UNITED STATES.		ENGLISH.		FRENCH.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
Entered	329	113,225	249	86,657	44	13,690
Cleared	325	103,069	219	76,583	66	13,335
Total	654	216,294	468	163,240	110	27,025

The following summary exhibits the value of imports from, and exports to, the United States, England and her colonies, France and her colonies, and Chili, respectively, during the first quarter of 1850:

Imports from United States	$686,328
Exports to "	941,681
Total	1,628,009
Imports from England and her colonies	$860,130
Exports to " "	748,884
Total	1,609,014
Imports from France and her colonies	$225,915
Exports to " "	540,712
Total	766,627

Recapitulation.

Trade of the United States	$1,628,009
" " England and colonies	1,609,014
" " France and colonies	766,627
Excess of United States trade over that of England and colonies	$18,995
Excess of United States trade over that of France and colonies	$861,382

	Yards.	Value.	Price per yd.
Imports of cotton, including tocuyos, from the United States to Chili, during the first quarter of 1850	702,625	$59,941	8½ cents.
Imports of cotton, including tocuyos, from England and her colonies into Chili, during the first quarter of 1850	421,744	28,120	6½ "
Excess of cottons imported into Chili from the United States over similar imports from England and her colonies during the first quarter of 1850	280,881	31,821	2 "

The following statement exhibits the quantities of tocuyos imported into Chili from the United States and England and her possessions, respectively, during the first quarter of 1850:

	Yards.	Value.	Price per yd.
From United States	682,835	$57,377	8½ cents.
From England and possessions	404,145	25,868	6¼ "
Excess from United States	278,690	31,509	2¼ "

The preceding analyses show that, notwithstanding the English cottons are cheaper by two cents the yard than those of the United States, the consumption of the latter in the Chilian markets largely exceeds that of the former. The preference must, of course, be ascribed to the superior quality of the United States fabrics.

How far the manufacture in the United States of similar inferior and cheap cottons for the Chilian markets might afford a profitable competition with those of England, there are no data at hand to ascertain. The very fact, however, of the excess of consumption of United States over British goods of the same description, against an excess in price of two cents the yard, would seem to indicate an appreciative taste, at least in the consumers, and that they are no longer to be satisfied with the inferior cottons with which England has for so many years, and so profitably to her merchants, stocked their market.

The following statement exhibits the general commerce of Chili with all foreign nations during the years 1850 and 1851:

Countries.	IMPORTS.		EXPORTS.	
	1850.	1851.	1850.	1851.
United States	$1,911,479	$4,594,211	$4,012,612	$3,515,235
England and colonies	4,169,160	4,319,864	4,129,201	4,643,290
France and colonies	1,342,733	1,705,929	1,098,580	851,113
Germany	976,069	1,089,853	883,604	469,155
Holland	347,025	402,059	72,783	65,739
Peru	936,125	1,616,644	1,022,638	1,179,347
Belgium	166,837	195,372	27,295	2,495
Spain and colonies	114,909	145,510	155,720	74,582
Portugal	19,188	18,168	338	----------
Sardinia	59,811	74,410	33,694	21,309
China	236,223	229,348	207,958	42,547
Central America	121,737	42,241	75,676	103,513
New Granada	6,071	----------	97,525	225,483
Brazil	288,141	624,877	184,651	513,898
Other countries	1,092,685	826,486	424,014	438,685
Total	11,788,193	15,884,972	12,426,269	12,146,391

The above table exhibits an increase of $3,816,901 in the foreign commerce of Chili in 1851 over that of 1850. In addition, however, to the figures thus given, Chili receives, chiefly at the port of Valparaiso, merchandise in transit for other countries, exceeding the amount imported for home consumption. In 1851, the quantity and value of merchandise thus received were as follows:

By sea	2,236,705	packages;	value,	$25,467,578
By land	24,109	"	"	214,249
Total	2,260,814	"	"	25,681,827

The following table exhibits the values of the different minerals (copper ore excepted) exported from Chili, each year, from 1844 to 1851, both inclusive:

Years.	Bars of gold.	Plata piña and bar silver.	Ores not reducible by amalgamation.	Wrought silver.	Cobalt.	Regulus.	Copper ores.	Sheet copper.	Copper utensils.
1844	$116,367	$1,230,456	$3,507	$2,875	$87	$437,352	$374,620	$2,730	$7,175
1845	218,875	1,655,698	8,714	37,040	--------	330,531	267,533	31,584	14,484
1846	217,984	1,773,949	2,803	2,590	416	345,504	378,796	6,804	24,932
1847	301,415	1,798,083	9,628	19,292	--------	298,667	166,485	1,620	6,705
1848	296,440	2,239,644	22,520	13,957	4,654	275,804	175,290	2,540	5,564
1849	263,070	3,215,572	3,938	4,023	23,058	204,160	118,492	2,670	9,239
1850	35,343	3,914,148	39,675	3,816	10,709	333,534	90,211	5,050	5,342
1851	299,753	3,277,319	205,962	800	360	216,539	106,195	15,488	1,973
	1,749,247	19,104,869	296,747	84,393	39,284	2,442,091	1,677,622	68,486	75,114

The revenues derived from import duties in 1851 amounted to $2,724,718, of which there was collected at the port of Valparaiso $2,426,631. The total amount in 1852 was $3,465,038 77.

The following table exhibits the quantities and values of copper, in bars, exported from Chili to all nations, and the values of the portion thereof exported to the United States, from 1841 to 1855, both inclusive:

Years.	COPPER BARS EXPORTED.		
	To all countries.		To United States.
	Quintals.	*Values.*	*Values.*
1841	95,331	$1,334,634	$712,967
1842	76,437	1,070,118	624,749
1843	73,898	1,034,572	131,768
1844	88,225	1,236,747	355,842
1845	100,994	1,313,687	797,507
1846	130,576	1,778,525	705,702
1847	140,893	1,899,253	383,153
1848	150,445	2,081,547	495,022
1849	178,716	2,445,768	779,376
1850	No data.	2,653,979	(a)1,008,044
1851	----do----	1,749,780	(a)1,367,191
1852	----do----	No data.	(a)1,294,481
1853	----do----	-----do-----	(a)1,247,311
1854	----do----	-----do-----	(a)1,367,206
1855	----do----	-----do-----	(a)1,883,434

In 1852, imports into Chili reached, in value, $15,347,332; and the exports from Chili amounted to $14,087,556. Compared with the preceding year, imports fell off $537,640, while the exports of 1852 show an increase over those of 1851 of $1,941,227. This perceptible advance in the export trade of Chili in 1852 is attributed to the increased activity in working the copper mines of Coquimbo, and the silver mines of Copiapo, as also to several heavy shipments of flour and other products to California. The countries to which is assigned the largest share in the foreign trade of Chili, in 1852, are—In America: the United States, (including California, Mexico, the Central American States, Equador, Peru, Bolivia, the Argentine Republic, and Brazil. In Europe: England, France, Belgium, and Germany.

The following tabular statement exhibits the number of foreign vessels and their tonnage, and the number of national vessels, that entered Chilian ports from 1844 to 1851, both inclusive:

Years.	Foreign vessels.	Tonnage.	Chilian vessels.
1844	1,487	374,028	1,429
1845	1,452	359,859	1,486
1846	1,523	388,557	1,529
1847	1,434	360,097	1,521
1848	1,397	343,456	1,523
1849	1,777	503,259	1,541
1850	2,599	740,425	1,784
1851	2,351	686,185	899

(a) Embracing, also, the value of copper in pigs, and old copper.

The number of vessels that cleared in 1850 was 2,497, making an aggregate of (entered and cleared) 5,096 vessels, with an aggregate tonnage of 1,442,425 tons. The number cleared in 1851 was 2,205, which, with the 2,351 given in the table, makes a total of 4,556 vessels, measuring, in all, 1,233,978 tons. This shows a falling off, in 1851, of 540 vessels, and 208,447 tons.

It will be perceived that the number of national vessels that entered Chilian ports in 1851 is put down in the table at 899. It must not, however, be inferred, from this, that the merchant marine of Chili actually counts that number of vessels. The figures merely indicate the number of times the national merchant flag entered Chilian ports during the year. Still, within the past few years, the merchant marine of Chili has largely increased. Starting from 1848, this increase is found to be—of vessels, 100 per cent., and of tonnage, over 300 per cent. This is shown by the following statement:

1848.—Number of vessels.....	105;	aggregate tonnage.....	12,628
1849.— " "	119;	" "	20,022
1850.— " "	153;	" "	27,601
1851.— " "	182;	" "	34,517
1852.— " "	215;	" "	41,509

An official despatch to the British government from Chili, under date of September 13, 1855, states that the returns of Chilian trade for 1853 and 1854 show a great increase in both branches of import and export; but that the markets were considerably affected by the high price of provisions, which commenced in 1854, and continued up to the date of the despatch; owing, mainly, to the large exportation of wheat to Australia, where it brought as high as $36 per quarter of eight bushels.

Wool may be said to be, after copper, the chief article of import into the United States from Chili.

The following tabular statement exhibits the quantities and values of wool imported into the United States from Chili, during the five years ending with June 30, 1855, together with the aggregate quantities and values of the same imported from all other countries for the same period—as given by United States authorities:

Years.	Quantities from all countries.	Values.	Quantities from Chili.	Values.
	Pounds.		*Pounds.*	
1851	32,548,491	$3,833,157	2,109,846	$125,650
1852	18,341,298	1,930,711	1,863,189	169,616
1853	21,595,079	2,669,718	2,664,300	255,196
1854	20,200,110	2,882,185	1,857,447	161,066
1855	18,534,415	2,072,139	2,846,902	317,564

In 1843, a decree was passed by the Chilian government providing for the establishment of a statistical board. Since that period, full commercial returns have been regularly published, under the title of *Estadistica Comercial de la Republica de Chile.* From these publications, the following tables, exhibiting the general foreign commercial movements of Chili, from 1844 to 1851, have been compiled:

Tabular comparative statement exhibiting the foreign import and export trade of Chili, the principal countries participating therein, and the share assigned to each, from 1844 *to* 1851, *both inclusive.*

Countries.	1844.		1845.		1846.		1847.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
France and colonies	$985,815	$323,333	$799,787	$1,144,971	$830,035	$717,963	$1,122,089	$764,546
Belgium	29,271	3,388	11,975	7,333	27,049	.....	130,543	20,612
Holland	348	.....	.....	.....	53,719	.....	4,949	615
Germany	631,155	135,852	735,981	477,141	862,585	459,500	918,021	424,673
England and colonies	3,210,676	3,135,935	3,219,523	3,168,753	3,465,546	3,830,705	3,486,728	3,905,950
Denmark	259	7,209	89	3,175	.....	6,941	3,999	8,106
Sweden and Norway	9,573	1,559	3,992	318	3,860	.....	1,225	.....
Spain and colonies	329,557	38,381	273,066	38,091	243,300	1,535	372,000	14,309
Portugal	2,301	.....	3,682	.....	2,914	.....	23,900	.....
Sardinia	51,533	28,542	47,585	51,883	27,414	30,452	36,088	6,668
China	215,196	459,141	172,208	297,328	288,455	159,725	199,985	101,221
United States	667,205	956,052	674,246	1,280,042	932,716	1,453,278	819,445	1,596,154
Mexico	153,057	1,455	257,233	7,544	203,242	7,203	84,181	29,937
Central America	166,571	98,839	77,682	87,086	95,751	92,324	74,220	32,608
Equador	176,658	24,648	65,069	80,416	129,444	29,404	107,019	21,698
Brazil	197,878	12,967	241,568	67,351	599,047	227,720	338,953	85,969
Peru	929,263	633,028	1,474,889	674,552	1,204,161	754,699	1,173,302	904,079
Bolivia	735,548	102,727	933,442	114,775	1,032,917	81,905	954,699	132,168
Uruguay	.....	.....	.....	50,476	85,174	135,893	12	258,192
Argentine Confederation	91,377	8,299	46,215	5,627	32,193	1,439	132,646	750
Polynesia	9,045	99,668	11,391	44,661	9,700	121,744	8,603	133,825
New Granada	88	.....	9,754	.....	.....	100	100	.....
Other countries	4,278	.....	48,297	.....	19,914	2,758	76,192	5
Totals	8,596,674	6,087,023	9,104,764	7,601,152	10,149,136	8,115,288	10,068,849	8,442,085

TABULAR COMPARATIVE STATEMENT—Continued.

Countries.	1848.		1849.		1850.		1851.	
	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.	Imports.	Exports.
France and colonies	$831,650	$981,639	$1,079,942	$676,755	$1,342,733	$1,098,580	$1,705,929	$851,113
Belgium	112,153	85,570	222,190	27,495	166,837	27,295	195,372	2,495
Holland	30,750	200	57,971	.....	347,025	72,783	402,059	65,739
Germany	668,765	290,404	846,448	677,798	976,069	883,604	1,089,853	469,155
England and colonies	3,157,791	3,871,581	4,431,075	4,275,359	4,169,160	4,129,201	4,319,864	4,643,290
Denmark	13,500	6,113	522	18,451	1,940	3,208	.....	1,390
Sweden and Norway	11,941	.....	49	606	11,941	731	5,081	2,194
Spain and colonies	111,768	10,205	151,129	2,241	114,909	155,720	145,510	74,582
Portugal	4,045	.....	12,346	.....	19,188	338	18,168	.....
Sardinia	49,356	2,528	98,872	33,830	59,811	33,694	74,410	21,309
China	130,537	160,248	226,773	64,597	236,223	207,938	229,348	42,547
United States	1,124,171	1,634,749	1,100,345	3,589,888	1,911,479	4,012,612	4,594,211	3,515,235
Mexico	68,466	28,963	128,053	4,407	113,041	384	23,837	7,532
Central America	121,494	21,479	118,834	13,407	121,737	75,676	42,241	103,513
Equador	150,638	30,338	140,620	44,508	213,859	42,671	120,732	42,774
Brazil	236,382	38,955	198,257	8,964	288,141	184,651	624,877	513,898
Peru	1,326,663	788,548	1,286,172	839,748	936,125	1,022,638	1,616,644	1,179,247
Bolivia	419,959	140,936	446,225	128,877	477,609	166,127	436,988	209,902
Uruguay	1,878	177,257	1,478	69,907	49,565	96,358	10,352	61,215
Argentine Confederation	16,627	9,466	171,753	37,886	219,077	112,214	170,586	46,624
Polynesia	4,369	73,440	3,665	63,976	4,472	1,080	58,910	59,352
New Granada	.....	100	.....	23,827	6,071	97,525	.....	225,483
Other countries	8,754	896	121	920	607	1,241	.....	7,802
Totals	8,601,357	8,353,595	10,722,840	10,603,447	11,788,193	12,426,269	15,884,972	12,146,391

Tabular comparative statement exhibiting particular descriptions of the principal articles of merchandise, and the respective values thereof, imported into the ports of Chili, from 1844 *to* 1851, *both inclusive.*

Articles.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Ale and porter	$13,109	$13,759	$17,613	$14,667	$5,333	$10,607	$16,033	$18,053
Bedsteads, brass	13,556	16,598	10,570	13,572	9,112	13,490	7,095	17,785
Books, printed	49,818	84,797	52,971	70,333	67,019	22,334	26,320	35,490
Buttons, assorted	15,715	10,655	11,203	14,740	8,808	12,280	22,788	16,919
Calicoes	394,974	403,927	509,750	447,089	431,070	656,512	486,527	516,148
Candles, sperm and composition	6,316	9,735	20,222	10,897	8,575	8,781	18,366	35,039
Canvass	23,706	38,466	37,900	27,308	38,904	27,577	44,788	35,438
Carpets, Brussels	16,404	10,435	21,202	23,532	16,226	21,405	34,368	28,719
Kidderminster	20,057	25,180	21,589	31,564	35,381	29,455	37,512	23,084
Carriages	19,880	14,481	12,903	11,347	1,180	24,030	11,060	23,418
Cassimeres	88,198	88,878	129,719	131,471	114,230	223,459	235,714	236,574
Chairs	34,118	23,630	31,779	26,627	23,515	35,846	32,656	29,873
Cloth	208,571	179,240	184,395	168,885	133,811	170,561	171,217	154,572
Clothing	19,920	2,384	16,089	26,088	20,037	43,629	18,406	19,477
Coal	5,200	15,925	41,310	68,356	119,273	346,500	253,246	236,473
Coffee	17,376	15,835	15,492	7,484	16,465	9,825	18,042	12,705
Copper, sheet	27,712	66,947	11,929	13,461	32,629	56,475	14,889	9,017
Cottons, cambric	8,578	11,929	4,430	3,722	6,465	10,683	10,138	11,012
checks	4,244	8,455	15,402	3,889	11,317	14,628	15,166	17,506
damask	800	531	128	280	244	881	4,248	15,920
and wool damask	8,932	6,333	11,183	8,107	6,608	6,080	12,261	20,123
drillings	16,823	11,659	13,841	29,891	14,975	26,445	43,276	28,693
handkerchiefs	61,448	89,692	109,795	111,780	76,737	102,950	92,559	66,542
laces	4,382	7,592	9,376	8,287	8,204	10,193	22,403	20,127
linings	4,675	8,511	12,749	22,278	15,030	24,466	22,339	24,801
colored	42,116	41,651	75,466	60,755	38,723	56,287	56,666	9,077
shawls	40,560	33,405	56,514	47,880	32,422	75,289	82,323	56,257
and wool shawls	53,829	104,248	109,985	74,446	70,186	71,627	101,931	118,737
silk and wool	11,893	17,920	19,583	31,370	24,295	49,966	43,204	42,337
stockings	79,914	63,263	87,265	62,315	31,768	56,678	52,423	66,390
tapes	8,738	20,006	21,204	12,852	12,947	10,814	14,858	23,226
tickings	7,360	29,296	20,016	7,128	24,173	27,196	21,450	38,498
thread	48,173	50,309	51,509	46,040	42,262	59,511	67,025	47,638
unbleached	332,349	402,060	459,028	698,091	670,302	681,201	475,504	615,825
vestings	8,243	15,324	24,799	19,730	20,043	16,632	18,624	13,921
white	547,045	620,315	798,941	781,750	774,025	1,039,338	748,951	800,872
and wool	103,138	83,132	96,398	95,337	93,478	166,849	160,534	159,453
Crape shawls	85,963	66,178	120,146	80,575	52,870	102,849	120,281	98,273
Drugs and medicines	16,836	16,212	26,086	35,180	37,580	36,581	29,054	29,084
Earthenware	60,024	34,830	33,001	52,721	47,721	71,292	77,865	34,929
Fire-bricks	36,283	8,808	20,777	21,291	28,578	27,990	32,433	16,444
Flannel	11,509	9,036	6,090	9,097	5,684	3,162	3,957	3,893
Flat irons	14,205	4,552	2,246	667	135	2,720	7,146	7,387
Glassware	29,578	33,241	34,144	36,932	16,635	44,425	64,199	60,221

TABULAR COMPARATIVE STATEMENT—Continued.

Articles.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Glass, window	$10,664	$13,650	$7,265	$14,198	$19,067	$9,154	$15,963	$7,975
Gloves, assorted	9,705	7,124	7,845	10,415	12,947	8,742	13,590	22,008
Gold, bar	72,890	42,458	33,328	36,184	21,969	68,781	895,725	3,378,134
doubloons	207,424	263,407	166,187	115,830	16,491	39,814	26,324	60,204
and silver coin	4,000	3,574	16,793	493	653,587	896,388	717,400	850,908
Household furniture	18,122	13,986	50,702	18,668	27,630	22,870	46,689	52,621
Iron, assorted	113,728	134,528	38,405	26,281	65,982	77,335	130,737	85,802
chains	7,620	11,720	1,540	5,666	7,462	9,642	41,450	29,852
miners' hammers	----------	3,643	2,775	7,935	7,800	9,338	16,359	4,379
nails	68,929	22,982	28,125	21,161	13,584	14,759	54,511	56,813
sheet	4,496	11,892	9,120	11,206	8,931	11,530	26,689	1,467
shovels and spades	6,034	16,537	10,683	8,451	9,061	3,707	13,033	14,345
Jewelry	34,894	30,115	40,140	67,463	36,368	38,503	31,758	109,983
Knives and forks	13,572	11,412	8,733	12,412	9,517	18,435	24,500	21,153
Lastings	49,436	34,719	38,697	46,883	34,802	36,115	12,815	15,665
Leather, ordinary	17,558	2,937	708	1,157	1,347	802	83	2,890
morocco	15,945	12,389	13,210	13,594	3,788	7,009	8,361	15,641
calf-skin	13,187	19,927	24,660	34,238	25,159	46,375	48,657	42,973
Linen	24,678	19,912	39,135	22,158	22,527	18,405	22,323	19,986
Linen drilling	23,928	24,017	33,509	30,569	28,191	25,357	15,536	18,630
Liquors, assorted	6,225	6,829	11,012	15,928	11,503	13,973	10,469	15,434
Machinery	3,850	583	23,195	54,343	20,114	14,969	4,000	39,150
Matches, phosphorus	5,428	8,258	4,137	12,804	8,540	8,610	40,785	27,958
Mate	56,351	50,701	164,220	95,014	71,525	161,968	96,993	127,174
Mercery, assorted	171,678	95,060	79,829	76,036	103,635	140,761	186,121	220,918
Merchandise, various kinds	321,546	263,341	275,696	367,168	277,429	249,070	360,178	381,427
Mousselines	76,440	80,388	87,790	80,748	69,119	111,222	110,587	118,866
Molasses	13,453	32,312	22,328	12,530	29,903	11,233	14,777	17,658
Muskets and fowling-pieces	23,427	26,631	13,112	3,386	1,687	1,779	4,748	3,058
Oil, linseed	3,390	1,395	9,417	13,217	3,861	4,066	6,075	4,723
olive	10,511	15,757	23,625	23,923	15,343	9,754	45,693	36,281
whale	2,803	12,340	13,962	9,623	6,776	18,371	32,208	13,756
Paints	23,831	20,245	18,500	32,189	35,521	17,465	19,905	13,547
Paper, cigarito	3,976	3,402	5,457	4,642	3,857	3,432	8,734	16,974
letter	4,788	5,528	4,985	2,620	4,757	12,305	16,715	13,940
foolscap & printing	41,103	40,542	38,400	27,576	33,103	77,094	74,105	86,448
Pianos	29,769	49,707	37,386	38,414	37,568	43,728	23,680	25,390
Pickles	1,905	6,249	8,471	6,741	9,448	7,746	14,639	32,084
Powder	24,889	24,447	20,006	9,103	18,340	30,038	35,586	29,797
Quicksilver	36,205	36,280	57,724	57,857	75,458	239,557	58,684	227,752
Ribbons	4,995	41,741	52,881	52,595	39,750	39,094	45,606	58,826
Rice	46,344	94,594	47,960	31,658	25,765	70,840	56,693	68,218
Sacks, empty	3,929	2,360	6,120	4,248	2,621	8,720	946	20,982
Saddles	8,872	9,017	6,400	15,115	16,101	17,578	15,886	19,152
Sateen	33,063	21,495	37,442	20,241	23,447	12,078	19,642	7,125
Satin	42,025	49,740	53,838	33,467	26,421	23,910	23,617	14,722
Satin and silk shawls	96,217	81,046	80,679	47,023	23,245	82,250	60,664	36,024
Segars	23,142	27,432	26,268	37,868	40,818	39,500	47,651	79,539

TABULAR COMPARATIVE STATEMENT—Continued.

Articles.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Shoes and boots	$26,062	$22,365	$47,139	$33,750	$25,182	$35,857	$21,253	$43,778
Silk, assorted	26,594	53,050	36,987	57,382	23,319	80,671	82,594	161,850
serge	32,963	20,780	24,155	8,922	8,819	11,006	21,444	17,348
sewing	14,796	21,220	34,788	43,119	27,133	28,353	23,296	45,964
shawls and hand'kfs	256,505	142,874	207,856	179,983	107,725	159,948	322,517	162,567
Silver, dollars	943,439	1,527,504	1,314,525	1,042,140	145,434	95,421	72,772	44,580
bar and plata piña	7,216	1,020	6,239	2,466	9,010	12,408	61,856	23,479
Soap	20,588	38,822	32,867	67,800	15,269	73,227	69,224	66,427
Steel	13,493	14,020	12,903	13,838	2,813	11,712	17,350	21,149
Sugar, refined	47,557	51,809	164,338	215,671	318,909	95,423	400,969	663,129
crushed	356,035	393,989	729,809	578,271	368,403	226,490	336,634	800,141
Tea	25,157	26,882	18,910	20,352	31,816	31,873	21,912	49,675
Tobacco	528,050	473,023	788,104	796,619	537,598	561,760	337,240	659,085
Umbrellas and parasols	11,243	16,025	18,792	26,619	14,030	21,254	52,507	18,261
Velvets	33,865	33,010	33,904	35,270	31,344	25,794	24,977	47,177
Woolen goods	35,260	27,629	72,640	95,158	63,566	92,949	62,714	77,013
shawls	60,221	32,761	24,507	102,302	69,963	87,421	115,073	143,801

Tabular comparative statement exhibiting the principal articles of domestic produce, and the respective values thereof, exported from the ports of Chili, from 1844 *to* 1851, *both inclusive—the produce of the mines excepted.*

Articles.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.
Wheat	$179,374	$136,389	$256,219	$356,376	$190,480	$315,190	$353,670	$228,750
Flour	352,109	207,741	320,371	480,391	472,833	803,798	1,899,606	1,544,215
Biscuit	79,864	87,519	62,372	160,053	106,832	114,007	74,952	120,199
Barley	53,245	37,357	29,971	41,069	34,979	76,910	216,388	567,406
Beans	24,672	18,526	64,201	90,394	53,267	48,563	136,737	167,055
Potatoes	10,168	10,523	9,404	18,501	13,356	14,514	43,806	32,722
Nuts	29,728	25,055	9,569	33,178	43,745	55,152	40,039	78,425
Dried fruits	8,788	6,864	5,179	21,475	35,173	72,147	79,911	24,643
Salt beef	28,803	29,159	15,371	43,829	39,075	26,230	16,960	21,839
Charqui (dried beef)	14,872	23,818	22,590	38,484	21,518	74,398	26,643	34,854
Cheese	10,327	14,603	6,530	18,543	7,256	18,156	11,746	7,551
Tallow, &c	25,698	19,632	12,001	23,857	21,129	39,043	31,046	47,554
Hides	104,689	135,825	101,715	117,029	144,195	165,942	143,395	99,795
Goat, sheep, and chinchilla skins	7,141	5,125	6,967	1,638	7,953	17,754	31,201	31,307
Wool	40,509	158,409	171,161	85,345	93,324	64,303	83,333	104,301
Hams	6,558	5,926	3,583	1,980	6,702	3,007	3,594	800
Assorted provisions	93,214	157,081	10,529	26,347	21,822	50,454	30,571	18,290
Cords and rope	7,884	2,326	7,516	14,938	26,824	26,614	7,278	4,850
Rigging for ships	11,200	7,938	5,782	6,818	4,719	988	4,510	3,825
Planks and lumber	42,037	37,701	59,166	49,445	61,254	310,914	106,372	29,795
Coal	39,327	10,312	2,401	783	483	4,933	7,590	2,540
Guano	12,536	93,663	24,537	2,356	10,379	13,645	37,708	55,392

The principal ports of Chili open to general foreign trade are Valparaiso, Coquimbo, Huasco, Copiabo, Talcahuano, Constitucion, Valdivia, and Ancud. Vessels from abroad, entering any other than open ports, are liable to seizure. Under the Chilian commercial regulations, the coasting trade is prohibited to foreign vessels; but they may discharge portions of their original cargoes in one or more ports, and load Chilian produce for a foreign port.

The port charges are as follows: Tonnage dues, 25 cents per ton; light dues, (where lighthouses exist,) $3\frac{1}{8}$ cents per ton; roll, and captain of the port's fees, $4; harbor-master's fees, $8. National or foreign vessels of war, national or foreign steamers, whale-ships, vessels in distress, or in ballast, or discharging under twenty packages, are exempt from tonnage and light dues. When tonnage dues have been paid at one port, they are not levied in another.

Commercial relations between the United States and Chili are regulated by the treaty of May 16, 1832—ratifications having been exchanged and proclamation made April 29, 1834. This treaty establishes the principle of "the most favored nation," and contains, besides, a stipulation providing that "free ships make free goods," and the usual guaranties for commercial reciprocity. The duration of the treaty was limited to twelve years; but, by virtue of the twelve months' notice clause, it is still in force. Subsequent and recent commercial legislation of the Chilian government has modified and enlarged the provisions of the treaty of 1834. The principle of "the most favored nation" is but another name for differential duties between the national flag and that of the country with which such treaty is negotiated. These differential duties have been defined by Chili in a law bearing date January 8, 1834, and by various subsequent enactments. Such duties, however, have been suppressed, under certain limitations, chiefly by a law of July 16, 1850. The following is a translation of this law, so far as it relates to this subject:

ARTICLE 1. Are suppressed and of no force articles 15, 16, 17, and 18 of the law of importation of the 8th January, 1834. (*a*) Is also suppressed that section of the law of August 7, 1834, by virtue of which national vessels were exempted from tonnage duties, such vessels hereafter being subjected to the same duties as foreign vessels.

ART. 2. The products of the soil and industry, and, in general, articles of commerce imported into Chili for consumption, in bottoms under a foreign flag, shall pay only the same duties as if imported under the national flag.

ART. 3. Articles of commerce imported into the republic in vessels of any nation that shall not have accepted the conditions of reciprocity established by the present law, will be subject to a surcharge, or extra duty, equal to that imposed by such nation on merchandise brought into its ports in Chilian vessels.

ART. 4. To give effect to the foregoing article, the President of the republic shall fix the amount of differential duties authorized by the foregoing article.

Several decrees have been since issued regulating the amount of these differential or countervailing duties. Their principal points are:

1. Vessels of nations that have not accepted the reciprocity law of July 16, 1850, shall pay, instead of 25 cents per ton of the vessels' measurement, 75 cents per ton.

2. Merchandise imported in such vessels shall pay, in addition to existing duties, an additional duty of 6 per cent. ad valorem.

The President of the United States, by his proclamation bearing date November 1, 1850, accepted the reciprocity granted in the above-recited law and decrees, and all restrictions and discriminations in the commercial relations of the two countries have ceased since that period.

The customs rates of the tariff of Chili are ad valorem on a fixed valuation of the articles of merchandise. By the 8th chapter, articles 2, 3, and 4, of the Chilian custom-house ordinance, it is provided that the tariff of values shall be adjusted by a commission of from five to nine merchants and custom-house officials at Valparaiso, subject to the approval of the government,

(*a*) The law defining differential duties.

and that the values thus fixed shall be in force one year without change. The latest tariff in force will be found in its proper place, Part II of this Report.

Comparative statement of the commerce of the United States with Chili, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.(a)

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$1,247,360	$300,831	$1,548,191	$1,123,690	4,872	8,273	----------	----------
1846	1,539,136	229,434	1,768,570	1,275,960	6,560	8,649	2,281	1,452
1847	1,461,347	210,263	1,671,610	1,716,903	7,208	7,185	1,300	1,077
1848	1,703,625	220,886	1,924,511	1,310,451	5,422	10,465	591	366
1849	1,722,457	294,643	2,017,100	1,817,723	7,284	25,936	517	1,351
1850	1,297,133	125,588	1,422,721	1,796,877	14,510	41,279	18,369	25,383
1851	1,608,877	286,428	1,895,305	2,734,746	30,068	48,140	23,396	41,657
1852	2,043,836	295,297	2,339,133	2,062,160	23,165	21,386	25,386	23,402
1853	2,157,320	169,117	2,326,437	2,214,252	13,641	23,488	38,511	38,655
1854	1,942,330	250,929	2,193,259	3,332,167	19,403	22,371	22,316	22,403
1855	2,994,231	432,026	3,426,257	3,518,896	15,565	21,667	4,592	10,109

(a) Reference to the totals in the tabular statement of exports and imports of Chili, as regards the United States, already given, derived from Chilian official authorities, compared with the figures for any of the years included in this statement, derived from United States Treasury Reports on Commerce and Navigation, will afford striking instances of the discrepancies between official reports of the United States and those of foreign governments, for the same periods, which have more than once already been referred to in this work.

ARGENTINE REPUBLIC.

ARGENTINE REPUBLIC.

THE Argentine Republic, or "La Confederacion Argentina," comprises the provinces which, with Paraguay and Uruguay, now independent states, constituted, under Spanish rule, the vice-royalty of Buenos Ayres. Its area is the largest of the South American republics, and its population to the square mile the smallest. It consists of 13 provinces, (*a*) comprises an area estimated at 786,000 square miles, and contains a population of about 764,000 souls. Other estimates reduce this number to 596,000, while the "Almanach de Gotha" for 1855 gives a total of about 2,000,000, of whom 1,200,000 are creoles, Spaniards, and mestizos, 200,000 subjugated Indians, and 25,000 negroes.

With the exception of a portion of the extensive plains, called *pampas*, watered by the rivers Rio Negro, Colorado, and Desaguadero, nearly all the country belongs to the basin of the La Plata, the great estuary of which is between the state of Buenos Ayres and the Uruguayan port of Montevideo.

The most important product of the republic is cattle. Immense droves of oxen roam at large over the pampas, and vast herds are scattered throughout the extensive breeding estates of private individuals. Horses and mules constitute a prominent article of commerce with the Peruvian and other traders; and sheep and hogs, and the small quadrupeds which furnish the nutria and chinchilla skins, are among the valuable native animals. Cotton, tobacco, rice, cocoa, sugar-cane, indigo, maize, wheat, and other grains, constitute leading productions; but the staples of export are hides, skins, horns, bones, horse-hair, wool, tallow, ostrich feathers, salted meats, crude saltpetre, and cocoa. The export trade reaches, annually, a value of about $10,000,000.

Commercial relations between the United States and the Argentine Republic are regulated by treaties of July 10th and 27th, 1853. The former treaty relates chiefly to the navigation of the rivers Parana and Uruguay: that of July 27th was designed to acknowledge and confirm the relations subsisting between the two governments by the signing of a treaty of friendship, commerce, and navigation, as well for the good security as for the encouragement of the commercial intercourse already subsisting between them. This latter treaty stipulates that perpetual amity shall exist between the two countries and their respective citizens; that there shall be reciprocal freedom of commerce; that the citizens, ships, &c., of each shall be protected in the territories of the other, to which other foreigners, or the ships or cargoes of any other foreign nation or state are, or may be, permitted to come; that the respective ships of war, and post office or passenger packets of the two countries shall have liberty freely and securely to come to all harbors, rivers, and places to which other foreign ships of war and packets are, or may be, permitted to come; to enter into the same; to anchor and remain there, and refit, subject always to the laws and usages of the two countries respectively; that any favor, exemption, privilege, or immunity whatever, in matters of commerce or navigation, which either of the two nations

(*a*) Within a few years, Buenos Ayres has withdrawn from the confederacy.

has actually granted, or may hereafter grant, to the citizens or subjects of any other government, nation, or state, shall extend, in like cases and circumstances, to the citizens of the other; that no higher or discriminating duties shall be imposed, in the territories of either of the contracting parties, on any article of the growth, produce, or manufacture of the territories of the other, than are, or shall be, payable on the like article of any other foreign country; that export duties on all articles exported from the territories of either party to those of the other, shall be the same as when the exportation is made to any other foreign country; and that all prohibitions as to imports and exports, into or from either country, shall be such as extend to the like articles of any other foreign country. The treaty further provides that no other or higher duties or charges, on account of tonnage, light or harbor dues, pilotage, salvage in case of average or shipwreck, or any other local charges, shall be imposed in the ports of either of the two contracting parties, on the vessels of the other, than those payable in the same ports on its own vessels; that the vessels of each shall enjoy entire equality with national vessels in the ports of the other, both as respects imports and exports; that a regular passport, or sea-letter, furnished by competent authority, shall be sufficient evidence of the nationality of the vessel; that the merchants, commanders of ships, and all other citizens of either of the contracting parties, shall enjoy, in the management of their affairs in the territories of the other, the same privileges and rights, in all respects, that belong to its own citizens under the laws and established customs of the country; that, in case of the death, without will or testament, of any citizen of either of the contracting parties, in the territories of the other, the consul-general or consul of the nation to which the deceased belonged, or the representative of such consul-general or consul in his absence, shall have the right to intervene in the possession, administration, and judicial liquidation of the estate of the deceased, conformably with the laws of the country, for the benefit of creditors and legal heirs. The treaty concludes with placing the diplomatic agents and consuls of the United States on the same footing as similar representatives of the most favored nation, and makes ample provision respecting religious privileges, rites of burial, &c.

This treaty contains no limitation as to its duration, but provides that the amity which it establishes between the citizens of the two republics shall be perpetual.

The foreign trade of the Argentine Republic was formerly monopolized by Buenos Ayres; but, in 1852, new channels of commerce were opened, the Parana and Uruguay rivers being declared free to the commercial traffic and navigation of all nations, by a decree officially promulgated October 30, of which a translation is subjoined:

Article 1. The navigation of the rivers Parana and Uruguay is allowed to every description of merchant vessels, whatever may be their nation, place of departure, or tonnage.

Art. 2. All merchant vessels may enter the ports established on the rivers Parana and Uruguay.

Art. 3. The established ports are: 1. In the province of Entre Rios, that of the city of Parana, the capital of said province, and those of Diamanti, Victoria, Gualeguai, and La Paz, on the river Parana; and those of Gualeguaichu, Concepcion del Uruguay, Concordia, and Federacion, on the river Uruguay. 2. In the province of Santa Fé, that of the capital of the province and that of Rosario. 3. In Corrientes, the capital of the same, Bella Vista, and Gorga.

Art. 4. All those ports designated in the foregoing article shall have custom-houses for foreign trade; and those established in the provinces of Jujui, Salta, San Juan, and Mendoza shall have custom-houses for inland trade.

Art. 5. Until the national tariffs be fully arranged, the custom-houses for foreign trade on the river shall continue to collect duties, according to existing regulations.

Art. 6. Seven per cent. upon the valuation of the articles imported for consumption into the litoral provinces shall be collected as the sole national tax.

Art. 7. In the custom-houses for inland trade, six per cent. upon the valuation shall be collected on all articles introduced, as a national tax.

Art. 8. All the custom-houses for foreign trade, as well on the rivers as in the interior, shall

permit the transit of foreign merchandise for the provinces of the confederation; but the custom-house despatching them shall collect and retain five per cent. upon the valuation of the goods, as the whole of the national tax.

Art. 9. All goods and merchandise of foreign production, or shipped from foreign places, and all the productions of the manufactures or industry of Buenos Ayres, which are introduced by land into any of the provinces of the interior, shall pay, for the present, the same duties as are collected in the custom-house of Rosario.

Art. 10. In the same custom-house, the same duties on exportation as on importation shall be paid on whatever articles interior provinces may introduce into the province of Buenos Ayres.

Art. 11. In all the custom-houses in which deposit is allowed, the same shall be continued, subject to the existing regulations.

Art. 12. Within the territories of the thirteen confederated provinces, the passage of their own product or manufacture shall be free of all duties of transit or on consumption.

Art. 13. The present decree shall have effect only until the national congress shall establish permanent regulations on the subject it embraces.

The above decree, published by the provisional Director of the republic, was followed by the publication, on the 18th of the same month, of the following resolution of the representatives of the province of Buenos Ayres:

"The province of Buenos Ayres, recognising as a principle of general convenience the opening of the river Parana to the traffic and navigation of all nations, from this present date declares and authorizes the same on its part."

Buenos Ayres must always be a point of great commercial importance, as it is the principal outlet through which the produce and industry of the immense regions lying behind can have an egress to a foreign market; and it is only through this port and Montevideo that those countries can receive, by the La Plata and its tributaries, unless in the direct trade, their supplies of foreign merchandise. Indeed, these two ports form the only channels through which the productions of the countries lying between the Cordilleras and the La Plata will find their way to foreign markets.(a)

The navigation of the La Plata and its tributaries is represented to be at this time active, employing a heavy tonnage both of steamers and sailing vessels. The trade between Buenos Ayres and Montevideo consists in the transhipment to and from either port of articles the growth or manufacture of Europe and the United States, and the conveyance of passengers. From Buenos Ayres to the interior, the trade consists in the interchange of foreign merchandise for the various productions of the La Plata provinces. South of Buenos Ayres, and from Patagonia, in exchange for dry goods, spirits, wines, and sundries, are imported hides, skins, tallow, hair, and, occasionally, wheat and salt, especially from Patagonia. The principal ports in the provinces open to this trade are San Fernando, San Pedro, and San Nicolas, in the province of Buenos Ayres; Rosario and Santa Fé, in Santa Fé; Gualeguaigchu, Parana, and Concordia, in Entre Rios; Gorga, Bella Vista, and Corrientes, in the province of Corrientes.

From all these ports, as well as from those in Paraguay and Uruguay, the imports consist, chiefly, of yerba maté (Paraguay tea), and tobacco, hides, lumber, nutria, wool, candles, soap, ashes, peanuts, and various manufactures of wood.

The steam-vessels, exclusive of those of the British Royal Mail Steam-packet Company, regu-

(a) As these sheets go to press, notice is received of a law which passed both houses of the Argentine legislature, and was approved by the President July 19, 1856, establishing differential duties on all foreign merchandise introduced into the ports of the confederation, in the indirect trade, from Buenos Ayres. These duties are almost equivalent to prohibition, and will divert from the port of Buenos Ayres that portion of the foreign trade destined for the fluvial provinces. The chief reason assigned for the adoption of this measure, as announced during the debate which it elicited in both branches of the legislature, was, that it would be the most effective means that could be adopted to force Buenos Ayres from its secession movements, and thus restore tranquillity to the republic. Already the government budget of Buenos Ayres shows a deficiency of $9,000,000. This act of the confederation, in driving from its ports the foreign trade of the other provinces—hitherto a source of immense profit to its treasury—may lead to a commercial, perhaps a political, crisis.

larly employed, at a late date, in the navigation of the Plata, are: five steamers, under the Oriental flag—one of them constructed in the United States,—and one under the Buenos Ayres flag, also of United States origin.

According to the navigation returns of the Argentine Republic for 1852, the steamers engaged in the regular trade between Buenos Ayres and Montevideo, with the number of round trips made by each, were as follows: 1 American, 44 round trips; 1 British, 17; 2 Oriental, 38; and 2 Brazilian, 14.

The sailing-vessels engaged in the same trade were 2 schooners, under the Oriental flag, which made 42 round trips; and 2 schooners and 2 brigantines, under the flag of Buenos Ayres, which made 40 round trips.

Statement exhibiting the number of foreign merchant vessels which arrived at the port of Buenos Ayres, from 1821 *to* 1854, *distinguishing those under the United States flag.*

Years.	From all nations.	From United States.	Years.	From all nations.	From United States.
1821	202	42	Jan. 1 to March 28, 1838	70	20
1822	252	75	March 28, 1838, to Nov. 1, 1840	No data.	No data.
1823	240	80	Nov 1, 1840, to Dec. 31, 1841	662	106
1824	312	143	1842	406	62
1825	275	102	1843	575	75
Jan. 1, 1826, to Sept. 30, 1828	106	73	1844	513	88
Oct. 1, 1828, to Dec 31, 1829	382	143	Jan. 1 to Sept. 24, 1845	316	42
1830	257	83	Sept. 25, 1845, to June 17, 1848	192	27
1831	207	77	June 19 to Dec. 31, 1848	314	42
1832	213	55	1849	526	86
1833	294	91	1850	440	87
1834	261	67	1851	471	80
1835	213	51	1852	489	57
1836	200	37	1853	344	Unknown.
1837	228	40	1854	334	28

Statement exhibiting the quantities of domestic produce exported from the port of Buenos Ayres, from 1849 *to* 1853, *distinguishing those exported to the United States.*

Articles.	1849.		1850.		1851.		1852.		1853.	
	All countries.	U. States.	All countries.	U. States.	All countries.	U. States.	All countries.	U. States.	All countries.	U. States.
Bones.....No..	.....	.....	3,100,730	800,000	3,110,730	.....	3,520,072	620,000	1,983,267	90,000
Hair .....Bales, &c..	1,563	201	5,059	2,126	4,082	1,603	3,765	3,519	2,058	763
Hides, ox and cow, salted....No..	327,002	15,286	720,040	137,184	912,135	124,471	416,742	106,640	2,216	550
dry.....No..	774,091	115,353	1,704,211	603,929	1,689,005	572,109	1,256,580	397,433	788,510	259,164
horse, dry.....No..	22,969	3,545	50,223	13,474	47,005	14,037	14,529	255	14,529	1,265
salted .....No..	39,814	.....	136,884	7,576	93,672	20,363	119,141	25,107	7,196	3,477
Sheep skins.....Bales..	1,384	469	3,568	2,020	4,320	1,371	3,477	685	3,477	198
Do.....Dozens..	.....	.....	.....	.....	.....	.....	.....	.....	281	192
Wool .....Bales..	13,405	850	17,744½	12,549	19,060	15,794	22,249	7,847	22,249	8,016
Wool.....Seroons(a)	.....	.....	3,356	2,666	2,914	2,499	1,390	677	1,390	124
Horns, ox and cow.....No..	204,398	30,000	1,917,150	1,165,012	2,365,720	1,158,648	1,369,270	376,904	1,369,276	230,545

(a) A bale or package made of skins or leather, varying in capacity from eighty to four hundred pounds, according to contents.

Comparative statement exhibiting the exportation of staple products of the State of Buenos Ayres to all countries, from 1849 *to* 1854, *both inclusive.*

[Made up from "Rejistro Estadistico del Estado de Buenos Aires."]

Exported to.	In the years	DRY HIDES.		SALTED HIDES.		WOOL.		HAIR.		TALLOW AND HORSE GREASE.	
		Ox and cow.	Horse.	Ox & cow.	Horse.	Bales.	Ser. & bags	Bales.	Ser. & bags	Pipes.	Bxs & cks.
Great Britain.....	1849....	33,494	9,982	517,386	195,045	4,898	1,070	1,339	425	17,130	37,050
	1850....	25,843	3,660	357,988	102,855	1,321	326	960	673	11,055	17,337
	1851....	48,686	4,564	547,840	57,203	999	270	1,171	354	19,265	4,095
	1852....	11,503	1,220	363,114	53,005	3,966	372	897	209	23,950	7,609
	1853....	33,209	6,927	285,577	106,656	5,834	1,196	914	738	16,978	3,644
	1854....	2,290	727	233,281	139,294	5,120	235	1,122	299	20,951	8,929
France	1849....	244,808	7,927	79,758	114	3,337	7	696	96	812	6,449
	1850....	237,732	3,191	85,208	7,254	2,035	63	298	257	394	2,745
	1851 ...	189,360	9,325	90,344	10,416	871	.....	897	279	380	755
	1852....	126,192	1,869	87,892	3,713	3,639	.....	451	150	268	319
	1853....	62,972	1,461	44,863	2,497	4,638	58	237	503	563	646
	1854....	90,455	1,060	48,279	21,768	3,829	2	329	62	144	1,608
Continent	1849....	613,416	750	81,678	.....	1,119	164	341	77	182¾	962
	1850 ...	535,353	941	67,195	224	1,495½	143	341	25	395	975
	1851 ...	529,639	2,051	85,545	107	760	3	479	6	105½	.....
	1852....	374,394	3,041	96,552	580	2,874	427	366	19	380	40
	1853....	248,440	690	34,078	1,554	3,176	.....	102	.....	162	334
	1854....	295,026	3,090	52,541	4,298	3,011	2	132	10	263	4
United States.....	1849 ...	784,701	8,009	122,734	.....	13,008	1,955	800½	529	.....	.....
	1850....	603,929	13,474	137,184	7,575	12,549	2,666	909	1,217	199½	.....
	1851....	572,109	14,037	124,471	20,363	15,794	2,499	726	336	9	.....
	1852....	393,433	255	106,640	25,107	7,847	677	1,020	1,303	1,061¼	371
	1853....	259,164	1,265	25,230	7,196	8,016	124	763	550	1,435	69
	1854....	312,265	6,072	55,645	44,419	9,606	362	1,101	1,174	46	.....
Italy.....	1849....	11,252	.....	4,949	.....	.....	23	.....	.....	.....	34
	1850....	131,123	18,380	66,648	16,638	343	158	145	192	37	1,994
	1851....	135,280	2,630	58,024	80	626	304	41	263	2	249
	1852....	175,274	13,787	74,417	.....	683	74	11	221	44	678
	1853....	82,357	.....	23,113	791	585	11	42	426	152½	573
	1854....	76,605	1,600	13,763	1,245	480	.....	25	28	137	1,350
Spain.....	1849....	262,463	9,311	9,389	2,462	.....	.....	.....	.....	.....	175
	1850....	158,863	10,577	5,817	2,327	1	.....	6	36	.....	402
	1851....	208,416	14,338	5,911	5,503	.....	.....	42	11	.....	229
	1852....	168,828	1,043	9,002	1,212	4	.....	.....	.....	23	888
	1853....	98,888	3,856	2,881	447	.....	.....	.....	.....	30	54
	1854....	211,215	15,785	5,891	5,276	285	.....	.....	28	.....	29
Brazil	1849....	32,798	(a)	.....	.....	.....	.....	.....	.....	457	402
	1850....	7,746	(a)	.....	.....	.....	.....	.....	.....	7¾	150
	1851....	1,506	(a)	.....	.....	.....	.....	.....	.....	28½	238
	1852....	2,752	(a)	.....	.....	.....	.....	.....	.....	479½	260
	1853....	2,176	(a)	.....	.....	.....	.....	.....	.....	993	.....
	1854....	1,818	(a)	.....	.....	.....	.....	.....	.....	1,797	449
Havana.....	1849....	6,684	.....	.....	.....	.....	.....	.....	.....	.....	1,831
	1850....	3,522	.....	.....	.....	.....	.....	.....	.....	.....	1,757
	1851....	4,069	.....	.....	.....	.....	.....	.....	.....	20	2,168
	1852....	2,069	.....	.....	.....	.....	.....	.....	.....	.....	2,101
	1853....	1,623	.....	.....	.....	.....	.....	.....	.....	.....	642
	1854....	1,928	.....	.....	.....	.....	.....	.....	.....	37	911
Grand totals.....	1849....	2,111,083	40,863	850,259	197,651	23,329	3,379	3,235	1,217	18,624	54,824
	1850....	1,704,211	50,223	720,040	136,884	17,744½	3,356	2,659	2,400	12,090	25,360
	1851....	1,689,005	47,005	912,313	93,672	19,050	2,914	3,356	1,267	19,946	13,534
	1852....	1,256,580	21,430	737,616	84,617	19,018	1,554	2,745	1,902	26,222	19,350½
	1853....	788,510	14,529	416,742	119,141	22,249	1,390	2,058	2,216	20,563	9,497
	1854....	989,923	29,973	409,430	216,300	22,442	601	2,709	1,601	23,379	15,589

(a) These are embraced under ox and cow.

The aggregate value of cargoes from the United States imported into the port of Buenos Ayres during the year 1851, was $600,181; 1852, $659,915; 1853, $497,836.

The aggregate values of exports from the port of Buenos Ayres to all countries, in 1854, is stated, by French authorities, as follows:

To Great Britain	10,060,558	francs.
United States	9,168,799	"
Spain	11,255,339	"
Hanse-towns	5,186,907	"
France	5,356,352	"
Sardinia	3,796,605	"
Brazil	1,785,272	"
Belgium	388,183	"
Denmark	947,840	"
Sweden	927,604	"
Norway	95,450	"
Hanover	204,332	"
Holland	1,329,547	"
Portugal	125,599	"
Argentine Republic	366,061	"
Uruguay	212,038	"
Prussia	49,853	"
Two Sicilies	30,733	"
Total in francs	51,287,072	"
Total in dollars	$9,744,543	

From statements published by the minister of finance of the State of Buenos Ayres to the legislative chambers, on the revenues of the customs, it appears that there was imported, in 1854, of merchandise of every description, in value, as follows:

Sundry articles, paying 5 per cent. duty	16,677,540	paper piastres.
Sundry articles, paying 10 per cent. duty	1,437,987	"
Silks, paying 12 per cent. duty	5,811,241	"
Sundry articles, paying 15 per cent. duty	134,494,833	"
Articles made up, and provisions, paying 20 per cent. duty	44,800,330	"
Liquors, paying 25 per cent. duty	39,424,824	"
Articles free of duty, or entered in contraband	57,353,245	"
Total	300,000,000	"
Value in U. S. currency	$15,000,000	
Total exports of Buenos Ayres in 1854	$9,744,543	
Total imports of Buenos Ayres in 1854	15,000,000	
Balance of trade against Buenos Ayres in 1854	5,255,457	

The large balance of trade, however, which appears against this port, (as is the case also with the port of Montevideo,) is accounted for by the fact that the wants of the interior provinces of Paraguay, and even of many places in Bolivia, are supplied from these two points.

Wool constitutes upwards of twenty-five per cent. in value of all the imports into the United States from the Argentine Republic. This is shown by the following tabular statement made up from annual Reports of the Treasury Department on Commerce and Navigation for the years named, exhibiting the total values of imports into the United States from the Argentine Republic, from 1851 to 1855, together with the values of wool imported from the same country during the same period:

Years.	Total values of imports.	Values of wool.
1851	$3,265,382	$1,328,337
1852	2,091,097	704,084
1853	2,186,641	588,653
1854	2,144,971	854,232
1855	2,545,087	627,718

Of the total quantity of wool imported into the United States from all countries, about one-third, or nearly so, is received from the Argentine Republic. This is shown by the following tabular statement, derived from the same sources as the former, exhibiting the quantities of wool imported into the United States from all countries, from 1851 to 1855, together with the quantities imported from the Argentine Republic during the same period:

Years.	All countries.	Argentine Republic.
1851	32,548,491	12,106,536
1852	18,341,298	7,084,742
1853	21,595,079	5,745,857
1854	20,200,110	6,255,698
1855	18,534,415	5,966,969

The preceding table exhibits an aggregate of 111,219,393 pounds of wool imported from all countries, and of 37,159,802 pounds from the Argentine Republic, or an annual average of 22,243,878 of the former, and of 7,431,960 of the latter; being a fraction over one-third of the whole.

REGULATIONS OF THE PORT OF BUENOS AYRES.

ARTICLE 1. All vessels at anchor in the port, whether national or foreign, shall render every assistance in case of a vessel breaking adrift, or of any other accident; or, in default, shall suffer the penalties established by law, and in proportion to the gravity of the case.

ART. 2. All vessels at anchor in the roads must have their anchors buoyed, on account of the shallow water; or pay all damages which may occur to any vessel or boat, from this precaution having been neglected.

ART. 3. Any vessel losing a buoy from her anchors shall report it immediately to the captain of the port, who will send off a pilot to replace it. No anchor can be weighed without permission of the captain of the port.

ART. 4. Pilots on bringing vessels up in the roads are to inform the captain what articles are neccssary for their perfect safety, and, in case there being any wanting, report it to the captain of the port. Pilots neglecting to do so will be punished with the rigor of the law.

ART. 5. If in a gale the anchor of any vessel should happen to drag, or the cable part, either on account of said cable not corresponding with the size of the vessel or the anchor, or from rottenness, said vessel will be responsible for all the damages occasioned thereby.

ART. 6. Any vessel from sea, that may anchor in this port without applying to a pilot, will be liable to pay all damages that may occur, and cannot claim redress if she, in any way, sustains damage.

ART. 7. Any vessel at anchor with her boats astern, and not hauling them alongside upon seeing another under sail, so as to give a free passage, cannot claim for the damages she may suffer, and shall be obliged to pay for those occasioned.

ART. 8. No vessel at anchor in the roads can heave ballast, or anything that does not float, overboard; and if such be proved to have been done, the act will be punished according to law.

ART. 9. No vessel, excepting on her arrival, can salute in the inner roads without obtaining permission of the captain of the port. Those which do so will suffer the penalties the government may determine on.

ART. 10. All boats, belonging to merchant vessels at anchor in either roads, shall put off from shore one hour after sunset.

ART. 11. All boats that may be found on the beach, from the time of firing the evening gun until daybreak, will be seized, and the crew punished according to the gravity of the case.

Pilot dues of the port of Buenos Ayres.

All vessels	drawing	10	feet, pay.....	40	silver dollars.
"	"	11	"	50	"
"	"	13	"	70	"
"	"	14	"	90	"
"	"	15	"	110	"
"	"	17	"	150	"
"	"	19	"	210	"
"	"	20	"	240	"
"	"	21	"	260	"

All vessels, excepting packets, requiring a pilot to enter the inner roads, pay 200 dollars currency, (equal to $10 U. S. coin—the currency dollar being, at present, equal to five cents, U. S.) When leaving port, whether taking a pilot or not, they pay 200 dollars currency, ($10, U. S.) Any vessel that may enter the inner roads without a pilot, wishing to be moored or to change anchorage, pays 100 dollars currency ($5 U. S.)

Port charges.

For entering.—	Tonnage dues, per ton.....	(currency).....	$	1½ =	$0	07½	cents, U. S.
"	Visit and regulation.....	"		7 =		35	" "
"	Stamps for opening register, &c.	"		169 =	8	45	" "
For clearing.—	Tonnage dues	"		1½ =		7½	" "
"	Crew list.....	"		12 =		60	" "
"	Bill of health.....	"		6 =		30	" "

By the following law, passed by the Senate and Chamber of Representatives of Buenos Ayres, and officially announced under date of September 6, 1854, it will be seen that vessels of friendly nations enjoy the same privileges, and are subject to the same restrictions, as national vessels:

"From the date of the present law, there will not be charged in the ports of the state of Buenos Ayres, to the vessels of friendly nations of more than 120 tons, for tonnage dues, port dues, pilotage, salvage in case of damage or shipwreck, more than will be charged to Argentine vessels."

This law places the vessels of the United States on an equality with those of Buenos Ayres; while, under an old law, the ship's register is taken as evidence of her measurement.

By a recent treaty with Brazil, the free navigation of the Parana and Paraguay is secured.

The tariff of import duties adopted by the Argentine Republic is based on the per cent. ad valorem principle, breadstuffs excepted; while export duties are chiefly specific. Both tariffs will be found in Part II of this work.

Comparative statement of the commerce of the United States with the Argentine Republic, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

Years.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from United States.	Entered the United States.	Cleared from United States.
1845---	$342,575	$160,431	$503,006	$1,750,698	11,653	10,667	1,889	843
1846---	147,307	38,118	185,425	799,213	5,988	4,134	987	----------
1847---	123,954	52,135	176,089	241,209	693	2,237	----------	----------
1848---	208,703	25,225	233,928	1,026,097	695	536	714	1,450
1849---	595,518	172,076	767,594	1,709,827	11,929	9,397	7,282	5,492
1850---	718,331	346,311	1,064,642	2,653,877	13,930	16,107	13,081	9,260
1851---	659,852	414,916	1,074,768	3,265,382	13,382	11,661	11,005	5,185
1852---	518,007	281,110	799,117	2,091,097	13,453	13,711	4,872	4,381
1853---	618,S55	262,611	881,466	2,186,641	11,337	10,749	4,741	4,639
1854---	658,720	103,005	761,725	2,144,971	11,245	8,526	1,669	1,830
1855---	810,756	158,671	969,427	2,545,087	12,583	18,584	707	2,315

PARAGUAY.

PARAGUAY.

THIS is the smallest of the South American republics, embracing an area of but 72,000 square miles, although its population, composed chiefly of civilized Indians, and estimated at 300,000, is more than twice that of Uruguay, with an area of more than 73,000 square miles.

Paraguay possesses unrivalled natural advantages as an agricultural country, in its fertile soil, genial climate, and abundance of water. The republic lies between the Parana and the Paraguay rivers—the former running along its entire eastern and southern borders, and the latter along its western border. These two rivers constitute the leading thoroughfares of commerce between the republic and foreign countries; and, as early as 1842, Paraguay opened the navigation of both to foreign commerce. It was not, however, until 1852, when the La Plata was thrown open to the commerce of the world, that this concession became of any actual value.

In the forests of Paraguay almost every variety of valuable timber abounds; dye-woods, gums, drugs, perfumes, vegetable oils, fruits, and *yerba maté*, or Paraguay tea, are among the staple natural productions; immense herds of cattle roam over the plains, supplying hides, tallow, hair, horns, bones, &c.; and, on the alluvial tracts, the sugar-cane, rice, tobacco, cotton, and Indian corn, with all the products of the tropical and temperate zones, are extensively cultivated.

The commercial policy of Paraguay, however, is not of that liberal character to attract foreign merchants to its ports. In addition to the expense of purchasing stamped paper, by means of which every official transaction in the republic is conducted, and without which foreign merchants cannot enter the markets, the internal taxes are such as to discourage efforts to develop the resources of the country, and, as a consequence, to oppress its commercial industry. The aggregate of these taxes bearing specially upon commerce is stated to amount to 26 per cent. on the value of every article sent to market. They consist of *diezmos* (tithes), 10 per cent.; export duty, 10 per cent.; and on rent of lands (almost wholly owned by the State, and fixed at a high valuation) 6 per cent. If to this be added an import duty of 20 per cent. on almost every article which the United States could send to the markets of Paraguay, it can be readily comprehended why the name of this republic does not appear among those of other foreign nations, the details of whose commerce are minutely set forth in the annual Report on Commerce and Navigation, prepared by the Department of the Treasury of the United States.

The "stamps," to which allusion has been made, are divided into eight classes: those of the 1st class cost 25 cents; of the 2d, 37½ cents; of the 3d, $1; of the 4th, $2; of the 5th, $6; of the 6th, $8; of the 7th, $16; and of the 8th, $26. Permission to discharge or to load a vessel of 21 tons, or 2,000 tons, can only be obtained on a stamp of this last description; so that to unload a cargo valued at $100 will cost $26—all the same as if it were worth $100,000; and in like manner as to taking cargo on board.

The foreign trade of Paraguay is conducted chiefly through the ports of the Argentine Confederation, especially that of Buenos Ayres, and those of the republic of Uruguay. The exports consist of yerba maté, (with which the hills of the country are literally covered,) tobacco, cigars, woods, hides, hair, leather, molasses, rum, white starch, mandioca, peanuts, beans, and oranges; of which latter article not less than 30,000 bushels are said to be exported per month.

The exports from the United States which would most readily find a market in Paraguay are cotton domestics, calicoes, plain cloths, clocks, boots and shoes, gunpowder and shot, saddlery, and agricultural implements.

If the navigation of the river Vermejo, an affluent of the Paraguay, were opened to foreign commerce, or were even permitted to the Argentine flag, the United States would, it is believed, soon enjoy the entire foreign trade of the upper provinces of the Argentine Confederation. This privilege, however, is refused by the government of Paraguay, notwithstanding the river Vermejo, in its entire course, lies within the territories of the sister republic. A similarly selfish and illiberal policy excludes foreign vessels from the port of Albuquerque, a place 1,600 miles above Asuncion, the capital of Paraguay, in the Brazilian province of Matto Grosso, which the government of that empire has declared open to the commerce of the world. Brazilian vessels are not permitted to descend the river Paraguay, which takes its rise in this province, nor are foreign vessels allowed to ascend higher than the city of Asuncion; thus cutting off all trade with the richest portions of Bolivia and the fertile province of Matto Grosso, in Brazil. The claim of Paraguay to exercise jurisdiction over both banks of this river, by prohibiting its navigation above Asuncion, and by closing the navigation of the Vermejo, both to the citizens of the Argentine Republic and to foreigners, has never been admitted. A settlement of the question on principles of right and justice would largely augment the commerce of the United States on the Plata and its affluents. (*a*)

In 1853, the United States steamer Water Witch, of 400 tons burden, and 9 feet draught, was despatched, under the command of Lieutenant Thomas J. Page, to make an exploration and survey of the tributaries of the river La Plata. The results of this expedition will, doubtless, contribute, in an eminent degree, to the advancement of commerce, and the promotion of science. The navigation of the Paraguay river, which empties into the Parana at the distance from Buenos Ayres of 800 miles, was extended to the parallel of 18° south latitude; making the entire distance of the rivers Parana and Paraguay, through which this small sea-steamer had passed from Buenos Ayres to Corumba, (an interior military post of Brazil,) equal to about 1,700 miles. There is no doubt that the navigation of the Paraguay, during the season of high water, could have been carried by the Water Witch to a still greater extent; but, at the time of this exploration, any farther ascent was prohibited by Brazil. Permission was, however, subsequently granted by the imperial government, but refused by that of Paraguay. The expedition was thus restricted to a more limited exploration of the upper waters of this river than had been anticipated. It is to be hoped that the time is not far distant when all such prohibitions will be removed, and this interesting region of unknown country brought to the knowledge of the world.

The navigation of the Paraguay has thus been extended beyond Asuncion, to the distance of

(*a*) Information is received, as these pages go to press, that a treaty between Paraguay and Brazil was duly signed and ratified June 14, 1856, by which it is stipulated that the waters of the upper Paraguay shall henceforth be open to general navigation and commerce. This will bring, not only the produce of the Brazilian province of Matto Grosso, but also the agricultural and mineral wealth of Bolivia, to an Atlantic market. The value of these mineral resources may be inferred from the fact, that there are stated to exist in this region upwards of a thousand valuable mines unworked, it having been found impossible, hitherto, to convey machinery thither, across the mountains, from the Pacific coast. A highway to the spot is now opened from the Atlantic, as broad as the Mississippi, and equally accessible. The rich province of Matto Grosso, with its diamonds, gold, silver, and copper, is also brought in connexion with the good and contiguous seaports, Buenos Ayres and Montevideo, by the Paraguay river; and Cujaba, its capital, in the centre of the mining dis tricts, can easily be reached from Asuncion. Dianantino, about 200 miles from Cujaba, sends its produce to Santarem, on the Amazon, and thence to Para. This tedious and circuitous route is now superseded, as the Paraguay connects these markets with the estuary of the Plata. A Paraguayan journal "*La Nacional*," of August 11, 1856, publishes the subjoined regulations:

"All vessels from foreign ports to the Brazilian ports above shall take pilots at Asuncion, Concepcion, the junction of the Apa, and Olimpo. The vessels that descend that river from the upper Paraguay are obliged to take pilots from Olimpo, the junction of the Apa, and Concepcion; and the wages of the said pilots are to be agreed upon at the captain of the port's bureau in Asuncion."

650 miles. This fact has induced the Brazilian government to avail itself of this important channel of communication, by steam, with her northwestern province, Matto Grosso, in which is found the most valuable diamond region of the empire.

Notwithstanding the progress of the expedition on the waters of Paraguay was arrested before it had achieved the interesting task of developing that entire region of country, enough has been done to demonstrate the fact that an extended field for commerce has been opened; and already do we find our commercial community alive to its importance, ere the results of the work have become fully known. In the exploration of the waters of the Argentine Confederation, by the discovery of the navigability of the river Salado—which takes its rise in the Cordilleras of Salta, and empties into the Parana river at Santa Fé—a water-communication of 800 miles in extent has been pointed out. Heretofore, all the products and merchandise conveyed from and to the northwestern provinces of the confederation were transported by means of ox-wagons. For these the steamer will be substituted, and the Salado will become the medium of transportation. To accomplish this, the enterprise of the North Americans is looked to with the hope that the developments, when made, will induce the establishment of steam communication between the eastern and western portions of the confederation. In the construction of steamers for the tributaries of the Plata, the people of the country would naturally look to the United States, where there are rivers of the same character, for whose rapid navigation the ingenuity of builders has ever been alive to the most improved plans of both hull and engine.

In 1854, a small steamer was constructed at Asuncion, under the direction of the officers of the Water Witch, about ninety feet long, and propelled by two high-pressure engines. She was called the "Pilcomayo," and was the first steamer constructed on the Plata or its tributaries. Three or four other small steamers have since been launched on those waters.(*a*)

An expedition was despatched by the French government, a few years since, for the exploration of the Parana and Paraguay rivers; and the following passage is translated from a report made in March, 1855, by Captain Picard, to whose charge it had been committed:

"When we consider the excellent means of communication which nature has opened to the provinces of the Argentine Confederation and the Republic of Paraguay, we cannot but regret to see them unemployed and deserted. The absence of population, continual civil war, and the administrative policy of Paraguay, have, so far, been the chief obstacles to progress.

"Let us indulge the hope that the day is not distant when the aspect of things will change, and these magnificent countries will flourish under the blessings of a more advanced civilization."

Paraguay can hardly be said to possess a merchant marine. In 1851, there were distributed between the two ports of Asuncion and Villa del Pilar 12 vessels, averaging each about 42 tons. In 1852, there were 11 of the same description, and in 1853 only 9. Besides these, there is one brig belonging to the government, which is said to monopolize almost exclusively the commerce of the state.

The foreign vessels engaged in the trade of Paraguay in 1852 were 81, with an aggregate of 4,582 tons, from the Argentine provinces south, below the Paraguay river, and 3 American vessels, tonnage not known. All these vessels trade with the ports of Asuncion and Villa del Pilar, which, with the port of Encarnacion, on the Parana, are alone open to foreign commerce.

There is no treaty between the United States and Paraguay. With England a treaty was ratified November 2, 1853, by the second article of which the republic of Paraguay concedes to the merchant flag of Great Britain the free navigation of the river Paraguay as far as Asuncion, the capital of the republic, and of the right side of the Parana, from where it belongs to her, as far as the city of Encarnacion. It stipulates, also, that British subjects shall be at liberty,

(*a*) On the 21st of July, 1856, the Ypora, or Water Witch, was launched at Asuncion with great ceremony. At the same date the Paraguay steam-propeller "Rio Blanco," of 600 tons burden, was completing her cargo of tobacco and ship-timber for England; being the first vessel to attempt a direct voyage from Asuncion to Europe.

with their ships and cargoes, freely and securely to come to, and to leave, all the places and ports of the said territories; hire houses and warehouses; and trade in all kinds of produce, manufactures, and merchandise of lawful commerce, subject to the usages and established customs of the country: also, that they may discharge the whole or part of their cargo at the ports of Pilar and where commerce with other nations may be permitted, or proceed with the whole or part of their cargo to the port of Asuncion, according as the captain, owner, or other duly authorized person shall deem expedient; and that, in the same manner, shall be treated and considered such Paraguayan citizens as shall arrive at the ports of Great Britain with cargoes in Paraguayan or British vessels.

There is an American company established in Paraguay, under a charter from the State of Rhode Island, which has been engaged in commercial operations for some time, under the title of "The United States and Paraguay Navigation Company." The chief object of this company is to introduce steam navigation on the rivers of Paraguay; but how far it has progressed in the accomplishment of this object, information is not at hand. The only direct trade, however, yet opened between the United States and this republic, consists of some shipments of cigars and samples of wood made by this company. All other articles of Paraguayan produce which reach the United States come through the ports of Buenos Ayres or Montevideo, and are included in the custom-house returns to the Treasury Department of exports from the republics to which these places respectively belong.

The government of Paraguay puts forth no statistics relative to the commercial movements of the republic, and it is said to be quite impossible to obtain information on the subject from its administrative officials. Complete commercial statistics, which may be viewed as strictly accurate, cannot, therefore, be looked for in this Digest; but the subjoined statements, derived from a Memoir prepared in 1853 by M. L. Geofroy, an attaché of the mission extraordinary sent by France to the Plata and Paraguay, are, no doubt, reliable, so far as they extend:

Exports of Asuncion from July, 1851, *to December* 31, 1852.

Tobacco—229,000 arrobas, at 12 reals per arroba(*a*)	$343,500
Yerba maté—175,000 arrobas, at 20 reals per arroba	437,500
Hides—Dry, 100,000, at 10 reals each	125,000
Tanned, 35,000, at $3 each	105,000
Wood—Cedar, 3 inches thick by 18 inches in breadth, 50,000 yards, at 4 reals per yard	25,000
Cabinet, a sloop-load of 7,000 to 8,000 arrobas	6,000
Hair—600 quintals, at $8 per quintal	4,800
Sweetmeats—20,000 arrobas, at 6 reals per arroba	15,000
Cigars—2,000,000, at $2 per 1,000	4,000
250,000, at $5 per 1,000 (in boxes of 100)	1,250
Total value	1,067,050
Sundry products—White wax, rum, molasses (several cargoes), common wood (Urunday and Lapacho), several cargoes of oranges, maize, pulse, &c.; cotton, 1,500 arrobas; tiger skins, 500, at $2 each; Indian rubber; otter-skins; hammocks; baskets, &c.; fringed napkins; lace, &c.	27,800
Total	1,094,850

It is believed that the above total might be increased at least one-third, could exact statements be obtained. If we add the export duties of 10 and 6 per cent. on the articles exported—yerba and wood, which are government monopolies, and are exempt from duty, being excepted,

(*a*) The arroba equals 25 lbs.; the real 12½ cents.

and which would amount to about $70,000—and $20,000 in silver, exported in contraband, and $10,000 for sundry charges—we have $1,500,000, or an amount equal to the value of imports during the same period. Indeed, such is the scarcity of money in circulation, that the trade is, necessarily, one of barter; so that the figures which represent the value of imports may, also, generally, give the value of exports.

The following statements are derived from sources believed to represent the commercial movements of Paraguay more accurately than the summary made up from M. Geofroy's Memoir:

Statement exhibiting the values of articles of merchandise imported, and the quantities and values of articles exported, at the port of Asuncion, in 1854.

IMPORTED.		EXPORTED.			
Articles.	Values.	Articles.	Number, weight, or measure.(a)	Quantities.	Values.
Grey shirtings and drills	$112,559	Yerba	Arrobas	85,676	$282,489
Bleached do	41,645	Tobacco	do	103,868	148,164
Prints and muslins	103,878	Cigars	M	5,264	12,568
Shawls and handkerchiefs	51,740	Timber	Varas	80,313	49,050
Ticking and cotton pantaloon stuff	12,794	Raw hides	Pesadas	38,957	156,287
Twill	585	Tanned hides	Number	15,556	66,650
Thread	14,799	Horse hair	Arrobas	3,205	9,833
Bobbins	1,559	Tan bark	do	15,920	2,719
Book muslin	4,543	Starch	do	23,325	10,596
Socks and stockings	400	Oranges	Almudes	266,893	11,288
Woolen goods	68,697	Sweetmeats	Arrobas	29,588	19,086
Silk goods	13,922	Molasses	Asumbres	30,668	1,279
Ribbons	4,012	Sugar	Arrobas	7	20
Hats	10,282	Sugar-cane	Canes	35,600	53
Ladies' dresses	3,096	Rum or caña	Frascos	12,534	3,068
Umbrellas	330	Indian corn	Almudes	29,992	597
Boots and shoes	2,498	Rice	Arrobas	54	17
Hardware	32,470	Beans	do	3,394	984
Wines and spirits	7,295	Meal (mandioca)	do	706	179
Books	2,034	Ground-nuts	do	6,264	1,164
Chairs	360	Algersobilla	do	775	96
Salt	12,437	Padoles	Dozens	196	472
Sugar	1,521	Bamboos	Number	3,724	235
Flour	1,235	Lime	Fanegas	200	500
Medicines	1,125	Earthenware			63
Glass	539				
Fire-works	703				
Red beads	1,232				
Unenumerated articles	77,233				
Total	585,523	Total			777,457

(a) The arroba equals 25 lbs.; the cubic vara about 20½ cubic feet; the pesada 36 lbs.; the almude about three-fourths of a bushel; the asumbre about one quart; the frasco about half a gallon; the fanega about four bushels. It may be observed, that these denominations of weight and measure represent different quantities in different countries, and even in the same countries, as regards different articles.

The imports given in the above statement were all introduced into Paraguay through the ports of Montevideo and Buenos Ayres. Nearly one-third came from France; the remaining two-thirds from Great Britain, the United States, and Germany. The import duties, which are 20 per cent. on articles of necessity, and 25 per cent. on articles of luxury, are levied on a lower valuation than the actual worth of the goods, so that the total amount of importations for 1854 may be considered to represent at least $700,000.

The export duty is 10 per cent. on most articles; starch being among the exceptions, which pays but 6 per cent. Of the exports of 1854, 82,882 arrobas of yerba, 2,074 pesadas of raw hides, 52,670 varas of timber, and 311 arrobas of horse-hair, paid no duty; these articles having been exported and sold by the government. The aggregate value of the articles is about $300,000, leaving about $477,500 worth of produce exported by the trade, and a balance of $222,500 against the market, assuming $700,000 as the actual value of the imports.

Statement exhibiting the values of imports and exports at Asuncion from 1851 *to* 1854, *inclusive.*

Years.	Imports.	Exports.	Total.	Duties paid.
1851	No data	$341,380	No data.	No data.
1852	$540,150	474,499	$1,014,649	$123,276
1853	406,688	691,932	1,098,620	56,564
1854	585,523	777,457	1,362,980	123,289

Among the importations of 1854, tissues and wines hold the first rank; or, rather, they constitute four-fifths of the total value of imports.

NAVIGATION.

Transportation by land being extremely difficult, the commercial movements already analysed were effected by water—by the Paraguay, an affluent of the Parana. From the opening of the port of Asuncion in July, 1851, to December 1852, there arrived about 120 sloops, of 6,000 arrobas, on an average, for each. A cargo of 7,000 arrobas equals 60 tons, which would give an average of from 40 to 80 tons for each vessel.

From January 1, to February 28, 1853, there arrived at Asuncion 30 Sardinian vessels. These vessels, the owners of which, or the greater part of them, were Sardinians, sailed under the Uruguayan or Paraguayan flag. There arrived, also, up to March 10, 1853, at this port, 19 sloops.

In 1854 there arrived 160 merchant vessels, averaging each 50 tons burden. Of these, 2 were British, 31 were under the flag of the republic, 116 belonged to the Argentine Confederation, and 11 to Uruguay.

STAMPS.

It has already been observed that every branch and variety of business, civil as well as commercial, in Paraguay, is burdened with onerous taxes for the purchase of stamps, which are classified according to a regular system. The following is a summary of the latest decree, covering twenty-three articles, regulating this classification:

Stamps of the 1st class are required to legalize commercial passports, or passports for the interior, and must be procured by natives as well as by foreigners; the cost of stamps of this class is two reals each. Stamps of the 2d class are substituted by those of the 1st class as regards passports for the interior, but for all other purposes remain as before this decree; cost three reals. Stamps of the 3d class remain unchanged, as fixed by the decree of January, 1842; cost $1. Contracts, receipts, promissory notes, and bills of exchange to the amount of

$50, may be written on common paper; to that of $50 to $100, under the 1st stamp; to that of $100 to $200, under the 2d stamp; to that of $200 to $300, under the 3d stamp. Natives desiring passports to foreign parts must procure a stamp of the 4th class; cost $2. This stamp also legalizes the sale of slaves and that of real estate from $300 to $800 in value; but for a value of from $800 to $2,000, the stamp must be of the 5th class, cost $6; from $2,000 to $3,000, of the 6th class, cost $8; from $3,000 to $6,000, of the 7th class, cost $16; and from $6,000 upwards, of the 8th class, cost $26.

The sale of vessels is effected as follows: Values from $50 to $100, under the 4th stamp; from $100 to $400, under the 5th stamp; from $400 to $1,000, under the 6th stamp; from $1,000 to $2,000, under the 7th stamp; and from $2,000 up, under the 8th stamp.

Foreigners desiring passports for the exterior must procure a stamp of the 5th class, but, for commercial passports, the 3d class will suffice. Special powers of attorney must be under the 4th class, but general powers of attorney under the 5th class. Endorsed bills, and the first sheet of depositions, or of public instruments of whatever class or nature, also require this class of stamp; but, after the first sheet, all others may be under the 3d stamp. Licenses for taverns kept by foreigners, married and not naturalized in the republic, must be under the 6th stamp—the 5th stamp (to be renewed after the first six months) being sufficient for natives. The 6th stamp is required also for patents for lotteries, bowling-alleys, and cock-pits, to be good for the whole year. The 7th stamp is required for dry-goods shops (wholesale or retail) kept by natives or naturalized foreigners, to be renewed with every new assortment. The 8th stamp must be procured by foreigners who are married, but not naturalized, or who have resided in the republic six years, for retail dry-goods stores, subject to the preceding condition respecting new assortments. Under the same stamp such persons can obtain patents for each wholesale transaction. Importers of merchandise, import duties being paid, do not, however, require any patents for their wholesale transactions. The 8th stamp, renewable every four months, is required also for auction shops, whether conducted by natives or foreigners. The same, renewable every six months, must be procured for billiard-rooms, tanneries, and silversmith's stores. For all other trades and workshops, the 6th stamp is required for natives, and the 7th stamp for foreigners; both good for the whole year.

Other articles of this decree relate to the dispositions necessary to protect the revenue derived from stamps, and to give it effect.

TARIFF.

The customs tariff of Paraguay, now in force in that republic, is that promulgated by a decree given at Asuncion, January 2, 1846, by the President, Carlos Antonio Lopez, of which the subjoined is a translation:

Experience having shown that some of the custom-house regulations of January 13, 1842, and of the decree of January 3, 1845, do not answer the end for which they were promulgated; and it being the desire of the supreme government of the republic to promote the progress and development of its industrial and commercial resources, it has resolved:

CHAPTER I.—*Importation duties.*

ARTICLE 1. All machines, industrial and agricultural, and all nautical, artistic, and scientific instruments, which are not made here, nor are in general use in the republic, shall be free from duties; also, gold and silver, coined or in bullion.

ART. 2. The different kinds of import duties are abolished. The goods mentioned in table No. 1, will pay 25 per cent.; and those in table No. 2, 20 per cent.

CHAP. II.—*Exportation duties.*

ART. 3. Those goods which are mentioned in table No. 2, shall pay 6 per cent. export duties.

ART. 4. Export of gold or silver, coined or in bullion, is allowed by payment of 10 per cent., the same as any kind of dry goods. Any attempt to defraud the custom-house shall be fined, by confiscation of the amount of money which was intended to be taken away, and, moreover, by the payment of 50 per cent.

CHAP. III.—*Duties of storage.*

ART. 5. Imported dry goods will be stored in the custom-house until they are despatched. If they are not deposited longer than thirty days, they shall pay 1 per cent. storage; but, if longer, they shall pay 1½ per cent. for every additional month, whether the month shall have expired or not.

CHAP. IV.—*Duties of re-exportation and transhipment.*

ART. 6. Foreign goods, which are re-exported, or, having been introduced for commerce in this republic, transhipped, shall pay only 2 per cent.

CHAP. V.—*Custom-house duties.*

ART. 7. Foreign goods, which have been transhipped from other custom-houses of the republic, shall be accompanied by a way-letter, which will show that the import duties have been already paid, and shall pay in the custom-house where they arrive not more than 2 per cent. This shall be adjusted in a convenient way, and there shall be no storage paid.

CHAP. VI.—*Anchorage duties.*

ART. 8. Foreign vessels, which come to trade in this republic, and are of more than 20 tons burden, shall pay 1 real for each 20 tons for 50 days from their arriving at, or passing upwards from, the port of Pilar; after which, the duty will cease, whatever be their stay. If they come in ballast, or with less than the third of a cargo, they will pay only half the duty.

ART. 9. If any of the fluvial powers of the Plata, Parana, or Paraguay, do not exact the same, or exact higher or less anchorage duties from vessels of this republic, entire reciprocity will be observed in this respect.

CHAP. VII.—*Appraising of goods for recovering duties.*

ART. 10. Goods for import, export, re-export, or transhipment, will be regulated according to the market price of this place, until a specific tariff is published.

ART. 11. The collectors of the custom-houses shall propose, monthly, to the supreme government the names of six merchants, who may serve for appraisers for one month. In the list proposed can also be included three foreign merchants of well-known probity and intelligence.

ART. 12. To proceed to the appraisement and despatch of goods, the collector will draw, by lot, in the presence of the interested party, the names of two merchants from among the six names approved of by the supreme government, which shall be in an urn, that they may serve as arbitrators.

ART. 13. The arbitrators being united, the collector shall verify, with them, the appraisement, which, being signed, will be remitted to the supreme government; and, in the mean time, the appraised goods can be despatched.

ART. 14. In case the arbitrators cannot agree, or the collector dissents from their decision, or the interested party reclaims, on account of a difference which is more than 5 per cent. proved by the price-current of the market, two other arbitrators shall be appointed by lot, and what the majority (including the vote of the collector) decides, shall be observed; the goods being despatched accordingly, unless reclamation be made to the supreme government.

ART. 15. All transactions shall be public, and bills and proper certificates shall be given to the interested parties, if required.

CHAP. VIII.—*Recovery of duties.*

ART. 16. The custom of receiving the duties in goods shall cease; the whole import duties shall be paid in current money.

ART. 17. If the consignee has no cash to pay the duties, he may pass notes for one, two, or three months, to the amount of said duties, having deposited in the custom-house goods exceeding one-third the value of the duties.

ART. 18. The notes being due and paid, the deposited goods will be delivered. On the contrary, the notes not being paid when due, the goods will be sold at auction, at the door of the custom-house, and the money paid to the debtor, after deducting the amount of the duties. If the auction should not bring the full amount of the duties, the debtor shall pay the difference.

CHAP. IX.—*Interest on custom-house notes.*

ART. 19. The notes mentioned in the foregoing article will pay ½ per cent. interest per month. The interest and the storage of the pledged goods shall be recovered at the same time with the payment of the notes.

CHAP. X.—*Passports for shipping.*

ART. 20. All vessels, native and foreign, which leave the ports of the republic for foreign ports, must take passports for each voyage, and pay one real for each four tons of burden.

ART. 21. The principle of reciprocity, established in article 9, shall be observed in regard to the above-mentioned regulations.

CHAP. XI.—*Miscellaneous.*

ART. 22. The six per cent. duties, which were collected on goods or invoices brought in different ports of this republic, and transhipped here or at other ports of the country, are henceforth abolished.

ART. 23. No other duties shall be recovered on imports or exports, of whatever description or nature, than those established by this decree.

ART. 24. Dispositions contrary to this decree are annulled.

TABLE No. 1.—*Merchandise which pays* 25 *per cent. import.*

Silk, raw or spun; silk or woolen cloths, or mixed silk and woolen cloths; ribbons; clocks and watches; wooden furniture; looking-glasses; carriages and saddlery; ready-made clothes; boots of all descriptions; ponchos, saddle-cloths, and caparisons of leather; wines; cordials; rums; vinegars; beer; cider; chewing tobacco; salt; butter; perfumery.

TABLE No. 2.—*Merchandise which pays* 6 *per cent. export.*

Indigo; chewing tobacco, and snuff; oils; wheat, or mandioca flour; wine; whiskeys; vinegars, and all classes of liquors in this country; sugar; rice; soap; raw purple dye; white wax and honey.

Under date of August 6, 1853, a decree was given at Asuncion, by the President of Paraguay, establishing a government monopoly of certain staple products, of which decree a translation is subjoined:

The President of the republic considering: 1st. That, as yet, no answer has been received to the communication which the government of the republic directed, on the 28th May last, to his excellency the provisional Director of the Argentine Confederation, and to the ministers of England, France, Sardinia, and the United States, concerning the protest of the 26th of said month

against the impost of 5 per cent. which is levied in Corrientes upon the fruits and productions exported from the republic; and, 2d. That this impost has caused a remarkable falling off in the price of the fruits and productions of the republic, and might occasion a panic in the agricultural districts; and, 3d. That the good condition of the national treasury can protect laborers with the security of a less serious sacrifice of their goods and fruits, while the impost continues, or its results upon the prosperity of our commerce are uncertain: It is accorded and decreed:

ARTICLE 1. The general collectorship, procuring the necessary information regarding the prices current of the fruits and productions of the republic, will buy the articles of molasses, cotton, flour of mandioca, farina, and tobacco, and grains, at an advance on the market prices, during the continuance of the impost of 5 per cent., levied in Corrientes upon the fruits and productions of the republic.

ART. 2. The general collectorship shall empower its commissioners in the towns, counties, and departments, to pay cash, and establish depots with proper skill and care for the preservation of the fruits which they buy on governmental account.

ART. 3. The ministry of war will regulate, with reference to the two preceding articles, the remissions which he makes of these articles for the ordinary consumption of the national army, the encampments and frontier guards, and iron foundry.

COMPARATIVE STATEMENT OF THE COMMERCE OF THE UNITED STATES WITH PARAGUAY.

The name of Paraguay, as has already been intimated in this Digest, has never appeared in the annual Reports of the Secretary of the Treasury of the United States on Commerce and Navigation. The "Comparative Statement," therefore, with which each of the other Digests has been concluded, cannot be supplied to this, owing to the absence of the indispensable data.

URUGUAY.

URUGUAY.

THIS little republic, known also as the Banda Oriental, or the Cisplatine Republic, lies on the north coast of the estuary of the Rio de la Plata, and contains a population estimated at 120,000—the least of any of the South American States—of which, about 16,000 reside at the capital, Montevideo.

The soil of Uruguay is fertile, well watered by large rivers, and is peculiarly adapted to grazing and agriculture. Animal products are the staple domestic exports, and these consist principally of hides of horned cattle and horses, dry or salted, tallow, grease, bones, animal carbon, horns, horse-hair, cow-tails, sheep-skins, and wool. The character of the imports, especially from the United States, together with the average market prices of the articles at Montevideo, duties paid, may be gathered from the following table, made up from a late price-current of that port:

Articles.	Price.	Articles.	Price.
	Dolls. Reas.		*Dolls. Reas.*
Starch, per quintal	11 000	Lumber, Prussian, M. feet	90 000
Spirits of turpentine, per gallon	1 160	Butter, United States, per pound	200
Rum, per 128 gallons	66 122	French, do	240
Rice, per arroba	1 200	Dutch, do	260
Sugar, refined, do	2 450	Candle-wick, United States, per arroba	6 000
loaf, do	2 600	English, do	9 000
brown, do	1 600	Brazilian, do	5 000
Flour, do	11 000	Cheese, per pound	200
Soap, yellow, do	6 to 7 000	pine-apple, per dozen	8 400
Hams, per pound	125	Tobacco, leaf, Virginia, per quintal	8 000
Westphalia, do	160	chewing, do	20 000
English, do	130	Bacon, per arroba	2 *a* 2 200
Cordage, United States, per quintal	10 000	Candles, sperm (4's to 6's), per pound	400
Russian, do	13 000	composite (stearine), do	255
Lumber, pine, United States, M. feet	68 000	Wheat, per fanega	10 000

NOTE.—The dollar of Uruguay is computed at 800 reas. The United States dollar is current at only the same value, though intrinsically equal to the Spanish dollar, which is current at 1,000 reas. The five-franc piece is valued at 900 reas.

The above list comprises the chief exports from the United States to Uruguay, and the prices seldom range lower than those given in the table. Miscellaneous cargoes, and cargoes of coals, are frequently despatched to the market of Montevideo. The latter article usually commands from $14 to $20 per ton, according to the wants of the market.

The late civil war in this country, continuing during a period of nine years, has materially affected the foreign commerce of Uruguay. The great staple of the interior is the produce of cattle; but, in consequence of the immense slaughter of these animals, for their hides alone, by the troops of the hostile forces during the war, but little of this description of produce now comes in. The consequence is, that United States vessels, after discharging at Montevideo, usually proceed to Buenos Ayres, where they easily obtain homeward cargoes.

This deficiency of their leading staple has directed the attention of capitalists and others to

agricultural pursuits; and, possessing a soil highly favorable to the cultivation of cereals, especially wheat and Indian corn, there is little doubt that, if their agricultural industry is properly directed, and Uruguayans can be induced or permitted to substitute the ploughshare for the sword, they will, in a few years, offer a formidable competition to the United States in supplying the markets of Brazil with flour, in exchange for its coffee, sugar, and other produce. The political condition of the country during the past twenty years presents, however, but a feeble guaranty that such a result will be soon accomplished. Should it be otherwise, Uruguay will open an ample field for the mechanical genius of the citizens of the United States, in the introduction of steam-mills for grinding wheat and corn—wind-mills, and those propelled by horse-power, having, as yet, alone been used in Uruguay, although few countries possess better facilities, in large rivers and numerous streams, for the application of water-power to industrial purposes. The government holds out every encouragement to foreign mechanics, by allowing them to exercise their trade as they may choose, and by admitting, free of duty, any machinery, or improvement in machinery, for agricultural and industrial purposes.

Though there is no treaty existing between the United States and Uruguay, our commercial intercourse is on a footing of equality with that of other countries; being favored by no privileges, and being subjected to no restrictions, not common to all other foreign nations. This intercourse is regulated by the legislation of the republic; and, during the past few years, has undergone several liberal and important modifications. Prior to 1849, an exorbitant impost of $15 per barrel was levied on the article of flour. By decree dated April 6th of that year, this duty was reduced to $2 50 per barrel, with a provision that "this impost shall last no longer than necessary to pay the debt incurred on the article of flour, the liquidation of which shall commence immediately." By subsequent decrees, bearing date, respectively, the 1st and 2d of April, 1852, the export duty on horse-hides, dry or salted, and the transit duties upon all merchandise, were abolished; and the former duty of 20 cents per hide on ox and cow-hides, dry or salted, was reduced to 7½ cents per hide. By the new tariff, however, of October 11, 1853, now in force, the duty on flour is fixed at 35 per cent.; and all products of the country, and all foreign merchandise free of import duty, or that has paid such duty on importation, are free of duty on being exported. The transit duty is also abolished.(*a*)

The port regulations are liberal—vessels being allowed to remain in port 12 days without entering at the custom-house, and to land samples, so as to dispose of a part or the whole of their cargoes. Should they leave within that period without effecting a sale, they are subject only to pilotage, health-visit, bill of health, and stamps.

The following statement exhibits the port charges on foreign vessels in the ports of Uruguay, in currency of 800 reas to the Montevidean dollar:

	Dolls.	Reas.
Pilotage inward	10	000
Mooring	4	000
Tonnage duty 300 reas per ton (say on about 150 tons)	43	600
Fee of entry, if to discharge, $8; stamps for do. $12	20	000
Custom-house $1 per day while discharging (say 30 days)	30	000
Stamps in case of loading, and on being despatched	25	400
Hospital fees from $4 to $6, according to number of hands on board the vessel	5	000
Pilotage to Franquia	4	000
Bill of health	4	400
"Escribanos" (notary) fees, if for balance of cargo $8, or if the vessel load at Montevideo	12	000
Total in Montevidean currency	158	600
Total in Spanish currency	$127	00

(*a*) This tariff has been superseded by another, bearing date July 19, 1856, which will be appended to this Digest. The provisions referred to in the text remain, however, quite the same.

Vessels bearing the flag of the Uruguayan Republic pay only 200 reas per ton, as tonnage duty, and $2 for the health visit. The discrimination in favor of the national flag is, therefore, on tonnage duty, 100 reas per ton, and for the health visit, upwards of 100 per cent.(*a*)

A treaty of commerce and navigation, &c., was ratified between England and Uruguay, July 17, 1843, which expired towards the close of 1853, and was not renewed at the latest dates from Montevideo. With France a preliminary treaty was concluded April 8, 1836, to continue in force until another treaty should be agreed upon; or, should none such be subsequently entered into, then to continue fifteen years. The treaty with England, now lapsed, was based upon a principle of reciprocity; and that with France, is upon the principle of the most favored nation.

The merchant marine of Uruguay, it is believed, comprises but few, if any, vessels of more than 60 tons burden. It consists of about 300 vessels of between 20 and 50 tons each, averaging each about 6 men, or from 1,800 to 2,000 men in all. These are mostly engaged in the internal and coasting trade, the latter chiefly with Brazil; which trade is also open to foreign vessels, on the payment of the discriminating tonnage. Besides the above, there are five vessels, all of foreign construction, under the Uruguayan flag, measuring in the aggregate about 1,500 tons, which make voyages north of the equator.

Statement exhibiting the number and tonnage of foreign vessels, distinguishing their nationality, entered and cleared at Montevideo, during the years 1852 *and* 1854, *respectively—United States vessels excepted.*

Nationality.	1852.				1854.			
	ENTERED.		CLEARED.		ENTERED.		CLEARED.	
	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.	Vessels.	Tons.
English	132	28,393	126	26,428	83	19,313	54	12,815
Brazilian	67	11,206	73	12,323	79	15,177	70	13,462
Danish	29	3,927	33	4,912	49	7,702	37	5,657
French	69	16,216	77	19,405	69	19,384	49	13,619
Prussian	1	225	1	225	5	1,210	3	748
Spanish	60	11,692	56	10,115	182	36,335	135	26,661
Sardinian	95	13,510	101	19,018	55	10,218	52	9,972
Hanse-towns	26	4,316	27	----------	43	8,935	31	6,199
Swedish	11	2,200	11	2,200	16	3,549	14	3,135
Norwegian	6	1,450	6	1,450	7	1,598	5	930
Portuguese	6	1,293	6	1,293	4	759	5	1,121
Total	502	94,428	517	97,369	592	124,180	455	94,319

The following comparative statement, exhibiting a summary of the exportation of domestic produce from Montevideo during a period of four years, from 1852 to 1855, both inclusive, is derived from commercial authorities of that city:

(*a*) Removed by later regulations. See page 772.

Comparative statement exhibiting the exportation of domestic produce from Montevideo, from 1852 *to* 1855, *both inclusive.*

Years.	Seal oil.	Ox and cow horns.	Bones.	Beef.	Ashes.	Hair.	Dry hides (cow.)	Salted hides, (cow.)	Dry hides, (horse.)	Salted Hides, (horse.)	Hides, slunk.
	Casks.	*No.*	*M.*	*Quintals.*	*Tons.*	*25 lbs.*	*No.*	*No.*	*No.*	*No.*	*No.*
1852	------	659,865	420	20,420	940	28,980	479,496	113,563	86,970	26,926	7,356
1853	53	772,627	889	37,444	940	76,810	650,179	111,831	191,456	102,250	8,854
1854	104	570,517	241	43,780	4,355	58,210	325,522	106,545	114,993	71,250	2,920
Total	157	2,003,009	1,550	101,644	6,235	164,000	1,455,197	331,939	393,419	200,426	19,130
1855:											
Brazil and Havana	------	----------	------	62,774	----------	----------	1,008	----------	569	----------	----------
Bolivia	------	72,666	------	----------	----------	2,120	27,022	7,500	18,141	6,798	500
Spain	------	----------	------	----------	----------	----------	52,654	----------	6,848	----------	1,537
United States	------	23,781	------	----------	----------	1,680	39,301	7,278	2,084	1,528	----------
France	94	140,955	------	----------	----------	20,380	86,907	29,207	43,064	22,190	----------
England	------	168,997	30	----------	6,968	7,850	1,462	58,039	553	46,469	1,280
Genoa and Marseilles	------	135,554	412	----------	----------	2,260	60,907	11,630	25,183	5,329	----------
Total 1855	94	541,953	442	62,774	6,968	34,290	269,261	113,654	96,442	82,314	3,317
Total 1852, '53, and '54	157	2,003,009	1,550	101,644	6,235	164,000	1,455,197	331,939	393,419	200,426	19,130
Grand total	251	2,544,962	1,992	164,418	13,203	198,290	1,724,458	445,593	489,861	282,740	22,447

COMPARATIVE STATEMENT—Continued.

Years.	Seals.	Hogs.	Asses.	Deer.	Sheep.	Otter.	Goats.	Beasts' claws.	Grease.	Wool.	Mules and mares.	Hoops.	Feathers.
	No.	*No.*	*No.*	*Dozen.*	*Dozen.*	*Dozen.*	*Dozen.*	*No.*	*Pounds.*	*25 lbs.*	*No.*	*M.*	*Pounds.*
1852	12,875	86	128	------	1,350	90	200	111,500	186,550	59,620	315	85	7,500
1853	9,109	908	95	------	14,261	1,170	1,250	146,600	163,080	183,150	1,095	233	23,000
1854	3,450	----------	304	------	9,808	330	30	87,500	93,000	51,010	1,569	61	5,100
Total	25,434	994	527	------	25,419	1,590	1,480	345,600	442,630	293,780	2,979	379	35,600
1855:													
Brazil and Havana	----------	----------	------	------	----------	60	----------	----------	91,270	----------	----------	----------	----------
Bolivia	----------	----------	------	------	1,050	----------	----------	45,200	----------	14,170	----------	----------	----------
Spain	----------	----------	------	------	----------	----------	----------	5,500	----------	----------	----------	----------	----------
United States	1,246	----------	------	------	----------	----------	----------	5,000	----------	----------	----------	----------	----------
France	----------	----------	------	------	3,040	----------	----------	56,856	2,540	10,630	3,022	----------	----------
England	5,350	326	------	------	150	85	----------	----------	35,160	19,150	----------	5	4,500
Genoa and Marseilles	----------	----------	200	2	1,854	----------	----------	----------	10,460	4,130	----------	40	----------
Total 1855	6,596	326	200	2	6,094	145	----------	112,556	139,430	48,080	3,022	45	4,500
Total 1852, '53, and '54	25,434	994	527	------	25,419	1,590	1,480	345,600	442,630	293,780	2,979	379	35,600
Grand total	32,030	1,320	727	2	31,513	1,735	1,480	458,156	582,060	341,860	6,001	424	40,100

The annexed statement exhibits the number and tonnage of United States vessels entered and cleared at Montevideo in 1852; the ports from which and for which they cleared being specified:

Entered from—	Vessels.	Tons.	Cleared for—	Vessels.	Tons.
New York	5	1,863	Salem	3	597
Boston	3	1,582	Boston	2	602
Baltimore	6	1,638	Baltimore	2	378
Salem	4	741	West Indies	2	665
Lisbon	1	244	Buenos Ayres	6	1,521
Charleston, S. C.	1	253	Rio de Janeiro	7	2,202
Bangor	1	296	San Francisco	3	1,597
Rio Grande, Brazil	2	440	Honolulu	1	470
Savannah	1	201	Europe	2	621
Buenos Ayres	1	276	Rio Grande, Brazil	1	183
			Savannah	1	201
Total	25	7,534	Total	30	9,037

In 1854, the number of vessels under the United States flag which entered the port of Montevideo was 70, with an aggregate tonnage of 22,043 tons; and the number cleared was 39, with an aggregate tonnage of 12,701 tons.

Imports from the United States in 1854, according to official returns of Uruguay, consisted of rum, 453 barrels; spirits of turpentine, 262 barrels; starch, 2,556 casks and boxes; rice, 2,169 casks; refined sugar, 1,797 casks; codfish, 312 boxes; tubs and buckets, 529 dozen; bitumen, 133 barrels; cinnamon, 150 boxes; Chinese crackers, 998½ packages; brooms, 1,474 dozen; flour, 19,993 barrels; (*a*) hams, 2,300; gin in bottles, 34,438 dozen; gin in demijohns, 31,748; gin in pipes, 200; lumber, 3,662,881 feet; chairs 1,655 cases; tobacco (chewing), 1,142 boxes; stearine candles, 1,070 boxes.

Subsequently to the completion of this Digest, information of important modifications in the commercial legislation of Uruguay came to hand, a summary of which, so far as applicable to foreign commerce, is subjoined:

In accordance with a decree issued by the government of Uruguay, at Montevideo, September 1, 1854, vessels which have cleared for Buenos Ayres are allowed to call at any ports of the republic for purposes of commerce, on payment of the same consular duties which they would have paid had they been cleared at the ports of departure directly for Uruguay by the consuls of the republic. Vessels having cleared for Uruguayan ports, the papers of which shall not have been *viséd* by the consuls of Uruguay, are required to pay double rates of consular duties: in the former case, the whole amount of duties to be applied to the "consular fund;" and in the latter, one-half the amount (of the double duties) to go to the public treasury.

Rules to be observed by the captains of merchant vessels entering at the port of Montevideo.

Article 33. Captains of merchant vessels must declare what port they cleared from; what ports they called at; the ports at which they took in cargo; and the name of their consignor.

Art. 34. Captains must present general and special manifests of cargoes, including stores on board, signed by themselves, or, in their default, by the supercargoes of the respective vessels.

Art. 35. Manifests must describe all the packages on board, specifying their marks and num-

(*a*) The number of barrels was 27,236, at a value of $185,174, according to the United States Treasury report for 1854.

bers, as well as the names of those to whom they are consigned, according to the bills of lading. Every package not so described will be liable to seizure.

Art. 36. Captains are notified that the manifest must agree exactly with the goods found on board, or with the bill of lading. Should any difference be detected, the captain will be liable to a fine of one thousand dollars, chargeable, upon the merchandise on board, to the captain's account.

Art. 37. As every package or bundle, whether belonging to the crew or otherwise, must be entered on the manifest, captains are notified that they must demand an accurate declaration from the crew, as well as from passengers, in order that the innocent may not suffer for the guilty.

Art. 38. Captains cannot land until they have first delivered their manifest to the custom-house official. Such official will sign it, noting the day and hour of its delivery, and then transmit it to an inspector of the customs, who, after attaching his name to each sheet, forwards it to the collector general.

Art. 39. Captains, if on board, or their representative, if on shore, will particularly take care that nothing shall be taken from the vessel, or received on board, without the written authority of the collector, under a penalty, for a violation of this article, of a fine of one thousand dollars, to be paid by the consignor, and applied to the state and to the informers.

Art. 40. Captains, as soon as they go ashore, will present themselves at once before the collector, with a statement of cargo, or bills of lading, with a view to the verification of their manifest.

Art. 41. Captains will be informed, in order to guard against involuntary errors, that they have twenty-four hours, counting from the time of delivering their manifests, for the correction of mistakes.

Art. 42. Captains must certify at the bottom of their manifests that they are fully informed as to the penalties incurred by a violation of any of the preceding articles.

Art. 43. Captains shall receive, on their arrival in port, a copy of these articles in English, Spanish, and French, from a custom-house official.

Art. 60. Articles of apparel or of furniture, which are new, shall not be considered as baggage. The officers of the customs will, therefore, take care that neither sailors nor passengers who go ashore shall introduce into the stores of the city articles made up, hats, boots, or other such new goods; all of which, if discovered, shall be immediately confiscated.

Art. 103. All persons in easy circumstances, detected in aiding or abetting contraband movements, shall, besides the seizure of the goods, as hereinbefore provided, be amerced in a sum equal to ten per centum on the value of the goods so seized, to be estimated by the officers of the customs.

In addition to the foregoing, it is also prescribed (articles 23 and 47) that no packages, no matter what their size or value, shall be forwarded to the interior without the written authority of the collector general, or his legal representative; and that the hatches shall not be opened, nor shall any landing take place, or any articles be received on board, without such permission. Captains contravening these regulations are made liable to the penalties set forth in article 39.

By a decree of October 11, 1853, the government of Uruguay opened to all flags the navigation of the rivers and streams of the republic, on a footing of equality with the national flag; which decree was superseded by a brief enactment of June 17, 1854, as follows:

Article 1. The navigable rivers and streams of the republic are open to the navigation and commerce of all nations.

Art. 2. In the navigation of the rivers and streams, foreign vessels are subjected to the same regulations of police and of custom-houses with national vessels.

The precise meaning of this act was, at first, in some doubt. It did not expressly declare whether or not it was applicable to the port of Montevideo. Upon reference to the government of Uruguay, however, by the agents of foreign governments resident at that port, it was announced that the law applies to the port of Montevideo.

Tariff of fees for the government of pilots, styled Baqueanos,(a) who navigate the rivers Uruguay and Parana.

For vessels drawing in feet of Burgos.(b)	PILOTAGE TO—			
	Landa and Gualeguaychu.	Concepcion and Pay Sandu.	Las Higueritas.	Soriano.
8 feet	$40	$50	$30	$40
From 8 to 9 feet	50	60	35	45
9 to 10 feet	60	70	40	50
10 to 11 feet	70	75	45	55
11 to 12 feet	75	80	50	60
12 to 13 feet	80	85	55	65
13 to 14 feet	85	90	60	70
14 to 15 feet	90	95	70	75
15 to 16 feet	100	120	80	90

Vessels drawing a greater depth of water than is indicated in the table pay a proportional price, to be agreed upon between the captain and the pilot, in the presence of the captain of the port. The fees for descending and ascending the rivers are the same. Should the captain, on ascending the river, desire to retain the pilot on board for the return trip, he is to be supplied with board, and to be paid, in addition to the regular fees, a Spanish dollar per day, counting from the day of his going on board to the day of his leaving the vessel. Vessels which ascend the Parana as high as Gualeguay, pay the same price as those which ascend the Uruguay as high as Gualeguaychu; those going to Rosario pay as those going to Concepcion and Pay-Sandu; and, as respects other ports of Parana, fees are regulated between the captain and the pilot, always in presence of the captain of the port.

Other decrees respecting pilots, pilotage, light-houses, &c. were promulgated in 1855, and may be found in the annual report from the Department of State for that year, on "Commercial Changes, &c." (Ex. Doc. No. 2, 34th Cong., 1st session, to which reference is made.)

Experience having shown that the societies of pilots, for the service of the navigation from Montevideo to Buenos Ayres, had not proved advantageous to consignees and captains of vessels compelled to receive a pilot at a great distance from port, without guarantee for the interests placed under his control, the President of the republic, under date of June 19th, 1856, issued a decree abolishing all societies of pilots created in consequence of the decree of 27th March, 1854, and declaring that in future the captain of the port should allow captains and consignees of vessels full liberty of selecting the pilot they might think best, to conduct their vessels to their destination: vessels from foreign ports, whose destinations are further up the river, having no consignee at Montevideo, and the captain not coming on shore, but from on board signifying that he requires a pilot, the captain of the port to furnish him with one that is licensed, and a resident in the republic: the captain of the port to have a list of the names of all the pilots licensed for the service of the river, to the end that those interested may choose therefrom the pilot they think proper, to conduct their vessels: the captain of the port to exact from each pilot one *patacon* (currency dollar), established for the passport, necessary on their embarking; the amount of the same, at the end of each month, to be placed in his account of entries, and passed to the treasury general.

The latest tariff of Uruguay will be found, in tabular form, in its proper place, Part II of this Report. Subjoined is a translation of a law promulgated July 19, 1856:

(a) A society of pilots approved by the government. (b) The Burgos foot equals 11.128 English inches.

CUSTOM-HOUSE TARIFF.

Imports.

Art. 1. *Free.*—All machinery applicable to agriculture and industry, excepting coffee-mills, freezers, &c.; printing machines and requisites, with the exception of paper; printed books, maps, geographical globes, instruments of science, coals, bark for tanning, staves and hoops of wood, green hides (dry or salted); ox, cow, sheep, and all descriptions of skins unprepared; tallow, grease, wool, hair, horns, and all animal products, called produce of the country; common salt; gold and silver, coined or in specie; live animals for the promotion of industry, or improvement of the country.

Art. 2. *Duty* 5 *per cent.*—Iron in bars, sheets, or wire; tools, tin or zinc in sheets, saltpetre, whiting, Roman cement, rope and cordage exceeding one-half inch in diameter, jewelry of gold or silver, watches, spades without handles, hatchets; copper, bronze, or steel unmanufactured; hoes without handles.

Art. 3. *Duty* 3 *per cent.*—All timber or lumber unmanufactured.

Art. 4. *Duty* 10 *per cent.*—Pitch, tar, rosins in general, turpentine, sulphuric acid, vitriol, and all similar articles; tiles, slates, bricks, fire-crackers, and watches.

Art. 5. *Duty* 7 *per cent.*—Linen-cambric, silk (raw or twisted), cloth of pure silk, linen edging, embroidery of gold and silver (with or without brilliants), ornaments of gold or silver, silk gloves or stockings.

Art. 6. *Duty* 15 *per cent.*—All articles, raw or manufactured, not specified in this tariff.

Art. 7. *Duty* 20 *per cent.*—Sugar, tea, cocoa, cinnamon, coffee, sweet oil, spices, drugs, provisions in general, boards and timber planed or fashioned in pieces; hats, unshaped; leaf tobacco, clothing, boots, shoes (those of India-rubber excepted).

Art. 8. *Duty* 25 *per cent.*—Liquors, brandy, wines, vinegar, beer, cider, and in general all spirituous or fermented liquors, snuff.

Art. 9. *Duty* 30 *per cent.*—Furniture, chewing tobacco, wheat, corn, biscuit, starch, cheese, butter, beef and pork (salted or dried), trunks (empty or otherwise), looking-glasses, doors and windows, saddlery, whips, wheelbarrows, hats ready for use, all tinwork, lamp-oil, rings of iron, bronze and composition railings and balconies, ploughshares, horse-shoes, false jewelry, perfumery, caps and bonnets, combs, feathers, artificial flowers, head ornaments, vases and porcelain, crystal plain and gilded, tallow candles, coaches and harness.

Art. 10. *Duty* 35 *per cent.*—Cigars and playing cards.

Flour pays a duty in proportion to the value of the article as follows:

When the flour of the country does not exceed in value $8 per barrel.....	30 per cent.
When it exceeds $8, and does not exceed $10.....	25 "
When it exceeds $10, and does not exceed $12.....	20 "
When it exceeds $12.....	15 "

Exports.

Art. 11. The exportation, from any port of the republic, of goods of foreign manufacture that have paid duties on their importation, is permitted free of duty; as, also, produce of the country exported from the port of Montevideo. Produce exported from any other port of the republic to a foreign port shall pay as follows: ox, cow, or bull's hides (dry or salted), 2 reals each; horse and mare hides (dry or salted), 2 reals each. And all other productions of the country, not mentioned above, shall pay 4 per cent. on their market value.

Transhipment and Reshipment.

Art. 12. The transhipment or reshipment of all merchandise to foreign ports is permitted free of duty.

Open and Warehouse Ports.

Art. 13. By the present law, the ports of Montevideo and Salto remain open.

Art. 14. Deposits are permitted only at the custom-house at Montevideo, and at the warehouse at Salto.

Art. 15. The President is authorized to determine the roads and channels by which goods leaving the receptory of Salto, for reshipment or transit, shall be conveyed.

Art. 16. The time of deposit is indefinite, so long as the goods do not indicate damage. Warehouse rent shall be liquidated and paid annually.

Art. 17. The authorities are responsible for the value of goods deposited, loss by fire excepted, their freedom from blame being proved.

Art. 18. Goods comprehended in articles 3 and 4 are not admitted in deposit.

Art. 19. Goods deposited are always at the disposition of the interested, during the hours that the custom-house is open; and it is the obligation of the "alcalde" to order the deposits to be opened, on the solicitation of the interested, during seasonable hours.

Art. 20. Importers can sell by package, or in any mode convenient, without despatching from warehouse the goods deposited, if intended for reshipment.

Art. 21. The President is authorized to suppress or to establish warehouses in localities he may consider most convenient.

Art. 22. Vessels conveying goods from foreign ports will not be admitted in warehouses and sub-warehouses unqualified, unless previously despatched from Montevideo or Salto.

Storage and Cranage.

Art. 23. At the time of despatching goods deposited for consumption or reshipment, storage shall be charged as follows, viz: On dry (not liquid) goods, $\frac{1}{8}$ per cent. on their value; on liquids, 3 reals the pipe of six barrels; on flour, $\frac{3}{4}$ of a real per barrel. Every six boxes of one dozen bottles each, of any liquid, and every eight arrobas of tobacco, herbs, sugar, and all articles of weight, excepting minerals, shall pay $\frac{1}{4}$ of a real. In case of doubt on the liquidation of storage, it shall be regulated at the rate of $\frac{3}{4}$ of a real for every eight arrobas, or by bulk equivalent to one barrel of flour.

Art. 24. In the liquidation of storage, the month commenced shall be considered as concluded.

Art. 25. One-half of one month's storage shall be charged for cranage on goods despatched from deposit. Equal charges shall be made on goods introduced for consumption or exportation.

Art. 26. All packages containing more or other goods than specified in the manifest will be confiscated.

Art. 27. All confiscations will be judged according to the law of July 14, 1855.

General Dispositions.

Art. 28. The duties will be charged on the market value of goods at the time of depositing, less 10 per cent.

Art. 29. In case of difference between persons interested and the landing-inspectors, said difference being more than 10 per cent., it shall be decided by two merchants chosen from twelve, which the Tribune of Commerce shall name every six months; and in any case of further dispute, it shall be decided by a third party, named by the same.

Art. 30. The arbitrators having reassembled, and the third party named by them being present, they shall, in every case, come to a decision; which decision shall effectually settle the case without further appeal.

Art. 31. The operations of the landing-inspectors shall be public, and it is their obligation to give any explanation required by those interested.

Art. 32. The executive powers are authorized, at the request of the curates of the church, to permit the introduction, free of duty, of such articles as, in their judgment, shall be for the exclusive purpose of divine service.

Art. 33. The contents of every package must be verified by invoice at the time of getting permit for deposit.

Art. 34. The present tariff shall be in force from the day of its promulgation.

Comparative statement of the commerce of the United States with Uruguay, exhibiting the value of exports to and imports from each country, and the tonnage of American and foreign vessels arriving from and departing to each country, during the years designated.

YEARS.	COMMERCE.				NAVIGATION.			
	VALUE OF EXPORTS.			VALUE OF IMPORTS.	AMERICAN TONNAGE.		FOREIGN TONNAGE.	
	Domestic produce.	Foreign produce.	Total.		Entered the United States.	Cleared from the U. States.	Entered the United States.	Cleared from the U. States.
1845	$140,986	$16,150	$157,136	$20,573	369	3,252	----------	614
1846	210,406	15,498	225,904	26,472	1,214	5,599	----------	303
1847	180,536	56,303	236,839	112,810	3,259	3,536	1,119	786
1848	339,859	43,869	383,728	523,064	10,495	11,949	3,070	4,413
1849	134,638	13,089	147,727	79,924	483	2,345	1,126	2,635
1850	60,024	1,518	61,542	----------	90	867	1,185	1,167
1851	32,711	13,078	45,789	19,114	154	1,320	1,992	947
1852	181,156	11,917	193,073	49,707	790	2,906	1,718	3,537
1853	296,088	12,358	308,446	302,980	2,319	8,700	1,341	1,356
1854	450,855	62,102	512,957	457,179	3,449	17,892	531	1,751
1855	394,607	27,515	422,172	242,709	5,929	16,556	388	3,165

SUMMARY STATEMENT

OF THE

COMMERCE OF THE UNITED STATES,

FROM 1821 TO 1855.

Summary statement of the commerce of the United States with the principal commercial period of thirty-five consecutive years,

VALUES OF IMPORTS FROM—

Years.	Great Britain and dependencies.	France and dependencies.	Spain and dependencies.	Netherlands and dependencies.	Sweden and dependencies.	Denmark and dependencies.	Portugal and dependencies.	China.	Hanse-towns.
1821	$29,277,938	$5,900,581	$9,653,728	$2,934,272	$1,369,869	$1,999,730	$748,423	$3,111,951	$990,165
1822	39,537,829	7,059,342	12,376,841	2,708,162	1,544,907	2,535,406	881,290	5,242,536	1,578,757
1823	34,072,578	6,605,343	14,233,590	2,125,587	1,503,050	1,324,532	533,635	6,511,425	1,981,026
1824	32,750,340	9,907,412	15,857,007	2,355,525	1,101,750	2,110,666	601,722	5,618,502	2,527,830
1825	42,394,812	11,835,581	9,566,237	2,265,378	1,417,598	1,539,592	733,443	7,533,115	2,739,526
1826	32,212,356	9,588,896	9,623,420	2,174,181	1,292,182	2,117,164	765,203	7,422,186	2,816,545
1827	33,056,374	9,448,562	9,100,369	1,722,070	1,225,042	2,340,171	659,001	3,617,183	1,638,558
1828	35,591,484	10,287,505	8,167,546	1,990,431	1,946,783	2,374,069	433,555	5,339,108	2,644,392
1829	27,582,082	9,616,970	6,801,374	1,617,334	1,303,959	2,086,177	687,869	4,680,847	2,274,275
1830	26,804,984	8,240,885	8,373,681	1,356,765	1,398,640	1,671,218	471,643	3,878,141	1,873,278
1831	47,956,717	14,737,585	11,701,201	1,653,031	1,120,730	1,652,216	397,550	3,083,205	3,493,301
1832	42,406,924	12,754,615	10,863,290	2,358,474	1,150,804	1,182,708	485,264	5,344,907	2,865,096
1833	43,085,865	13,962,913	13,431,207	2,347,343	1,200,899	1,166,872	555,137	7,541,570	2,227,726
1834	52,679,298	17,557,245	13,527,464	2,127,886	1,126,541	1,684,368	699,122	7,892,327	3,355,856
1835	65,949,307	23,362,584	15,617,140	2,903,718	1,316,508	1,403,902	1,125,713	5,987,187	3,841,943
1836	86,022,915	37,036,235	19,345,690	3,861,514	1,299,603	1,874,340	672,670	7,324,816	4,994,820
1837	52,289,557	22,497,817	18,927,871	3,370,828	1,468,878	1,266,906	928,291	8,965,337	5,642,221
1838	49,051,181	18,087,149	15,971,394	2,194,238	900,790	1,644,865	725,058	4,764,536	2,847,358
1839	71,600,351	33,234,119	19,276,795	3,473,220	1,566,142	1,546,758	1,182,323	3,678,509	4,849,150
1840	39,130,921	17,908,127	14,019,647	2,326,896	1,275,458	976,678	5 9,894	6,640,829	2,521,493
1841	51,099,638	24,187,444	16,316,303	2,440,437	1,229,641	1,084,321	574,841	3,985,388	2,449,964
1842	38,613,043	17,223,390	12,176,588	2,214,520	914,176	584,321	347,684	4,934,645	2,274,019
1843	28,978,582	7,836,137	6,980,504	815,541	278,674	485,285	71,369	4,385,566	920,865
1844	45,459,122	17,952,412	13,775,451	2,136,386	445,553	630,510	257,015	4,931,255	2,136,386
1845	49,903,725	22,069,914	10,590,544	1,897,623	640,057	783,238	501,734	7,285,914	2,912,537
1846	49,666,422	24,330,882	12,376,482	1,971,680	730,150	753,927	547,474	6,593,881	3,149,864
1847	72,715,311	25,100,417	16,383,975	2,480,584	613,698	847,223	416,150	5,583,343	3,622,185
1848	68,995,979	28,287,791	17,388,307	2,172,166	764,602	555,355	235,877	8,083,496	6,293,280
1849	67,387,983	24,458,669	15,110,027	2,367,551	757,828	358,345	414,884	5,513,785	7,742,864
1850	85,117,507	27,636,265	15,864,748	2,732,560	1,035,310	267,986	470,820	6,593,462	8,787,874
1851	105,323,079	31,767,410	22,972,239	3,124,997	996,238	274,781	504,698	7,065,144	10,008,364
1852	102,710,820	25,969,499	24,223,283	3,290,854	779,732	208,356	404,342	10,593,950	8,171,411
1853	143,219,260	33,523,999	26,030,320	2,549,619	454,208	184,497	540,698	10,573,710	13,843,455
1854	163,018,095	35,972,096	25,401,338	3,376,793	537,768	294,141	304,168	10,506,329	16,966,898
1855	129,874,434	31,801,965	26,467,445	3,503,444	881,129	227,009	435,411	11,048,726	12,990,110

(*a*) The figures for 1855 are the aggregate of those given in "Commerce and Navigation" for Russia on the Baltic and North seas, on the Black sea, and in American and Asiatic Russia, all embraced in prior reports under the single title—Russia.

(*b*) Italy, subsequently to 1844, is made to embrace *all* the Italian States—Sicily, Sardinia, Tuscany, Trieste, &c.; but, in 1855, it embraces Sardinia, Tuscany, Papal States, and Two Sicilies, only.

countries, exhibiting the aggregate value of imports from each country, each year, during a from 1821 *to* 1855, *both inclusive.*

VALUES OF IMPORTS FROM—

Years.	Russia.	Italy.(*b*)	Hayti.	Brazil.	Mexico.	Venezuela, N. Granada, and Equador.	Central America.	Argentine Republic and Uruguay.	Chili.	Belgium.
1821	$1,852,199	$973,463	$2,246,257	$605,126	----------	----------	----------	----------	----------	----------
1822	3,307,328	1,562,033	2,341,817	1,486,567	----------	----------	----------	----------	----------	----------
1823	2,258,777	1,369,440	2,352,733	1,214,810	----------	----------	----------	----------	----------	----------
1824	2,209,663	1,029,439	2,247,235	2,074,119	----------	----------	----------	----------	----------	----------
1825	2,067,110	1,454,022	2,065,329	2,156,707	$4,044,647	$1,837,050	$56,789	$749,771	$229,509	----------
1826	2,617,169	1,120,749	1,511,836	2,156,678	3,916,198	2,079,724	204,270	522,769	629,943	----------
1827	2,086,077	1,013,126	1,781,309	2,060,971	5,231,867	1,550,248	251,342	80,065	184,693	----------
1828	2,788,362	1,607,417	2,163,585	3,097,752	4,814,258	1,484,856	204,770	317,466	781,863	----------
1829	2,218,995	1,409,588	1,799,809	2,535,467	5,026,761	1,255,310	311,931	915,190	416,118	----------
1830	1,621,899	940,254	1,597,140	2,491,460	5,235,241	1,120,095	302,833	1,431,883	182,585	----------
1831	1,608,328	1,704,264	1,580,578	2,375,829	5,166,745	1,207,154	198,504	928,103	413,758	----------
1832	3,251,852	1,619,795	2,058,386	3,890,845	4,293,954	1,439,182	288,316	1,560,171	504,623	----------
1833	2,772,550	999,134	1,740,058	5,089,693	5,452,818	1,524,622	267,740	1,377,117	334,130	$139,628
1834	2,595,840	1,422,063	2,113,717	4,729,969	8,066,068	1,727,188	170,968	1,430,118	787,409	185,679
1835	2,395,245	1,457,977	2,347,556	5,574,466	9,490,446	1,662,764	215,450	878,618	917,095	341,967
1836	2,778,554	1,970,246	1,828,019	7,210,190	5,615,819	1,696,650	195,304	1,053,503	811,497	480,009
1837	2,816,116	1,827,181	1,440,856	4,991,893	5,654,002	1,567,345	163,402	1,000,002	1,180,156	549,009
1838	1,898,396	944,238	1,275,762	3,191,238	3,500,709	1,615,249	155,614	1,029,539	942,095	239,928
1839	2,393,894	1,182,297	1,377,989	5,292,955	3,127,153	2,073,216	192,845	1,150,546	1,186,641	465,701
1840	2,572,427	1,157,200	1,252,824	4,927,296	4,175,001	1,572,548	189,021	787,964	1,616,859	274,867
1841	2,817,448	1,151,236	1,809,684	6,302,653	3,284,957	2,156,121	186,911	1,957,747	1,230,980	374,853
1842	1,350,106	987,528	1,266,997	5,948,814	1,995,696	1,720,558	124,994	2,417,541	831,039	619,588
1843	742,803	394,564	898,447	3,947,658	2,782,406	1,307,013	132,167	915,241	857,556	171,695
1844	1,059,419	1,096,926	1,441,244	6,883,806	2,387,002	1,625,095	189,616	1,565,955	750,370	634,777
1845	1,492,262	2,172,479	1,386,367	6,084,599	1,702,936	1,440,196	65,269	1,771,271	1,123,690	709,562
1846	1,570,054	2,082,740	1,542,962	7,441,803	1,856,621	1,576,043	116,733	825,685	1,275,960	836,372
1847	924,673	2,018,552	1,391,580	7,096,160	746,818	1,479,150	80,581	354,019	1,716,903	948,325
1848	1,319,084	2,234,129	1,367,174	7,992,648	1,581,247	1,438,907	18,272	1,549,161	1,310,451	1,325,061
1849	840,238	2,123,678	901,724	8,494,368	2,216,719	1,572,056	56,017	1,789,751	1,817,723	1,844,293
1850	1,511,572	2,927,911	1,544,771	9,324,429	2,135,366	2,512,239	261,459	2,653,877	1,796,877	2,404,954
1851	1,392,782	2,880,623	1,889,968	11,525,304	1,804,779	3,152,593	149,856	3,284,496	2,734,746	2,377,630
1852	1,581,620	2,226,936	1,870,672	12,230,289	1,649,206	2,872,391	368,355	2,141,389	2,062,160	2,054,043
1853	1,278,501	2,845,265	1,985,624	14,817,961	2,167,985	3,189,308	590,937	2,489,621	2,214,252	2,732,168
1854	1,544,235	3,169,421	2,357,252	14,110,387	3,463,190	4,608,703	2,360,422	2,602,150	3,332,167	3,462,241
1855	296,113 (*a*)	3,709,869	2,615,525 (*c*)	15,218,935	2,882,830	5,429,094	286,409	2,787,896	3,518,896	15,218,935

(*c*) Hayti for 1855 embraces the totals given in "Commerce and Navigation" for Hayti and San Domingo, (Dominican Republic,) which were embodied in former reports under the single title—Hayti.

Summary statement of the commerce of the United States with the principal commercial each year, during a period of thirty-five consecutive

VALUES OF EXPORTS TO—

Years.	Great Britain and dependencies.	France and dependencies.	Spain and dependencies.	Netherlands and dependencies.	Sweden and dependencies.	Denmark and dependencies.	Portugal and dependencies.	China.	Hanse-towns.
1821	$26,522,572	$6,474,718	$7,209,275	$6,092,061	$777,407	$2,327,882	$435,700	$4,290,560	$2,132,544
1822	30,041,337	7,075,332	8,438,212	5,801,639	921,434	2,434,046	427,491	5,935,368	2,505,015
1823	27,571,060	9,568,924	10,963,398	7,767,075	558,291	1,955,071	246,648	4,636,061	3,169,439
1824	28,027,845	10,552,304	15,367,278	3,617,389	569,428	2,183,252	518,836	5,301,171	1,863,273
1825	44,217,525	11,891,326	5,921,549	5,895,499	569,550	2,701,088	408,160	5,570,515	3,121,033
1826	28,980,019	12,106,429	6,687,351	4,794,070	358,380	2,412,875	313,553	2,566,644	2,116,697
1827	32,870,465	13,565,356	7,321,991	3,826,674	850,877	2,404,822	357,270	3,864,405	3,013,185
1828	27,020,209	12,098,341	7,204,627	3,083,359	1,106,954	3,348,167	291,614	1,482,802	2,995,251
1829	28,071,084	12,832,304	6,888,094	4,622,120	957,948	2,311,174	322,911	1,354,862	3,277,160
1830	31,647,881	11,806,238	6,049,051	4,562,437	961,729	2,014,085	279,799	742,193	2,274,880
1831	39,901,379	9,882,679	5,661,420	3,096,609	540,078	2,000,793	296,383	1,290,835	2,592,172
1832	37,268,556	13,244,698	6,399,183	6,035,466	515,140	2,207,551	294,218	1,260,522	4,088,212
1833	39,881,486	14,424,533	6,506,041	3,566,361	420,069	1,839,834	442,561	1,433,759	2,903,296
1834	50,797,650	16,111,442	6,296,556	4,578,739	494,741	1,857,114	322,496	1,010,483	4,659,674
1835	60,107,134	20,335,066	7,069,279	4,411,053	602,593	1,780,496	521,413	1,868,580	3,528,276
1836	64,487,550	21,441,200	8,081,668	4,799,157	700,386	2,122,469	191,007	1,194,264	4,363,882
1837	61,218,813	20,255,346	7,604,002	4,285,767	507,523	1,640,173	423,705	630,591	3,754,949
1838	58,843,392	16,252,413	7,684,006	3,772,206	355,852	1,299,927	232,131	1,516,602	3,291,645
1839	68,169,082	18,924,413	7,724,429	2,871,239	470,914	1,406,346	244,354	1,533,601	2,801,067
1840	70,420,846	22,349,154	7,617,347	4,546,085	652,546	1,193,500	321,256	1,009,966	4,198,459
1841	62,376,402	22,235,575	7,181,409	3,288,741	771,210	987,283	349,113	1,200,816	4,560,716
1842	52,306,650	18,738,860	6,323,295	4,270,770	477,965	1,047,673	302,964	1,444,397	4,564,513
1843	46,901,835	12,472,453	3,953,694	2,370,884	67,762	827,865	168,534	2,418,958	3,291,932
1844	61,721,876	16,133,436	6,751,811	3,453,385	295,345	983,156	252,170	1,756,941	3,566,687
1845	61,044,535	16,143,994	7,790,442	3,610,602	363,667	1,139,596	247,180	2,275,995	4,945,020
1846	61,685,446	15,825,851	6,792,228	2,727,445	730,150	753,927	204,976	1,331,741	4,608,620
1847	98,218,157	19,819,107	9,939,424	2,493,271	533,908	1,193,198	263,571	1,832,884	4,334,638
1848	91,592,904	20,413,360	10,143,235	2,564,653	745,112	1,135,756	345,725	2,190,013	4,321,785
1849	93,172,339	15,781,585	7,870,570	3,203,679	859,652	836,484	377,136	1,583,224	3,314,930
1850	88,388,675	20,183,094	9,931,240	3,571,607	819,532	1,168,538	387,398	1,605,217	5,206,522
1851	136,022,774	28,635,214	13,249,056	1,039,889	868,268	1,140,086	355,301	2,485,287	6,047,447
1852	132,254,251	24,512,114	11,170,153	3,230,390	850,963	1,046,788	416,833	2,663,177	6,876,957
1853	145,553,624	27,044,479	11,847,101	2,979,332	884,483	1,037,544	417,927	3,736,992	8,020,053
1854	180,297,258	32,860,841	14,332,310	3,082,310	1,137,667	1,074,367	241,278	1,398,088	12,086,258
1855	178,789,640	33,553,972	14,311,974	2,959,669	1,047,057	968,135	423,527	1,719,429	10,163,851

(*a*) The figures for 1855 are the aggregate of those given in "Commerce and Navigation" for Russia on the Baltic and North seas, on the Black sea, and in American and Asiatic Russia, all embraced in prior reports under the single title—Russia.

(*b*) Italy, subsequently to 1844, is made to embrace *all* the Italian States—Sicily, Sardinia, Tuscany, Trieste, &c.; but in 1855 it embraces Sardinia, Tuscany, Papal States, and Two Sicilies, only.

countries, exhibiting the aggregate value of exports from the United States to each country, years, from 1821 *to* 1855, *both inclusive.*

VALUES OF EXPORTS TO—

Years.	Russia.	Italy.(*b*)	Hayti.	Brazil.	Mexico.	Venezuela, N. Granada, and Equador.	Central America.	Argentine Republic and Uruguay.	Chili.	Belgium.
1821	$628,894	$1,099,667	$2,270,601	$1,381,760	----------	----------	----------	----------	----------	----------
1822	529,081	1,450,184	2,119,811	1,463,929	----------	----------	----------	----------	----------	----------
1823	648,734	1,067,905	2,378,782	1,341,390	----------	----------	----------	----------	----------	----------
1824	231,981	664,348	2,365,155	2,301,904	----------	----------	----------	----------	----------	----------
1825	287,401	645,039	2,054,615	2,393,754	$6,470,144	$2,239,255	$99,522	$573,520	$921,438	----------
1826	174,648	530,221	1,414,494	2,200,349	6,281,050	1,952,672	119,774	379,340	1,447,498	----------
1827	382,244	610,221	1,331,909	1,863,806	4,173,257	944,534	224,772	151,204	1,702,601	----------
1828	450,495	920,750	1,332,711	1,988,705	2,886,484	884,524	159,272	154,228	2,629,402	----------
1829	386,226	901,012	975,158	1,929,927	2,331,151	767,348	239,854	626,052	1,421,134	----------
1830	416,575	740,360	823,178	1,843,238	4,837,458	496,990	250,118	629,887	1,536,114	----------
1831	462,766	694,525	1,318,375	2,076,095	6,178,218	658,149	306,497	659,779	1,368,155	----------
1832	582,682	687,563	1,669,003	2,054,794	3,467,541	1,117,024	335,307	926,365	1,221,119	----------
1833	703,805	372,186	1,427,963	3,272,101	5,408,091	957,543	575,016	699,728	1,463,940	$1,005,611
1834	330,694	493,557	1,436,952	2,059,351	5,265,053	795,567	184,149	971,837	1,476,355	1,458,642
1835	585,447	285,941	1,815,812	2,608,656	9,029,221	1,064,016	183,793	708,918	941,884	748,222
1836	911,013	664,059	1,240,039	3,094,936	6,041,635	829,255	189,518	384,933	937,917	2,284,060
1837	1,306,732	623,677	1,011,981	1,743,209	3,880,323	1,080,109	157,663	273,872	1,487,799	1,110,587
1838	1,048,289	459,893	910,255	2,657,194	2,164,097	724,739	243,040	296,994	1,370,264	1,614,951
1839	1,239,246	438,152	1,122,559	2,637,485	2,787,362	750,785	216,242	465,363	1,794,553	607,910
1840	1,169,481	1,473,185	1,027,214	2,506,574	2,515,341	919,123	217,946	519,006	1,728,829	2,320,655
1841	1,025,729	912,318	1,155,557	2,517,273	2,036,620	872,937	149,913	818,170	1,102,988	1,823,882
1842	836,593	820,517	899,966	2,601,502	1,534,233	769,936	69,466	681,228	1,639,676	1,610,684
1843	386,793	728,221	653,370	1,792,288	1,471,937	745,455	52,966	557,234	1,049,463	1,970,709
1844	555,414	576,823	1,128,356	2,818,252	1,794,833	656,078	150,276	966,465	1,105,221	2,003,801
1845	727,337	1,419,010	1,405,740	2,837,950	1,152,331	804,107	67,649	660,142	1,548,191	1,851,073
1846	632,467	2,269,006	1,157,142	7,441,803	1,531,180	1,576,043	120,253	411,329	1,768,570	2,381,814
1847	750,450	3,109,297	1,298,773	2,943,778	692,428	716,097	96,568	412,928	1,671,610	3,222,557
1848	1,156,010	3,295,821	1,093,815	3,372,434	4,058,436	587,631	50,378	617,656	1,924,511	2,189,935
1849	1,135,504	3,053,387	602,592	3,102,977	2,090,868	835,418	136,219	915,321	2,017,100	2,731,307
1850	864,941	3,688,707	1,350,188	3,197,114	2,012,827	2,309,614	70,192	1,126,184	1,422,721	2,543,760
1851	1,611,691	4,740,932	1,847,290	3,752,916	1,581,783	4,085,347	262,391	1,120,557	1,895,305	2,852,012
1852	1,200,480	5,408,344	1,718,903	3,021,042	2,284,929	2,309,207	473,518	992,190	2,339,133	4,203,770
1853	2,456,653	19,784,140	1,998,933	3,994,444	3,558,824	700,997	346,330	1,189,912	2,326,437	3,208,533
1854	480,616	4,154,518	2,209,725	4,239,241	3,135,486	2,138,189	308,884	1,274,682	2,193,259	5,006,894
1855	123,445 (*a*)	3,182,899	2,245,052 (*c*)	4,261,273	2,922,804	2,351,586	1,262,170	1,391,599	3,426,257	3,927,240

(*c*) Hayti for 1855 embraces the totals given in "Commerce and Navigation" for Hayti and San Domingo, (Dominican Republic,) which were embodied in former reports under the single title—Hayti.

SUMMARY OF TREATIES.

SUMMARY OF TREATIES

OF

COMMERCE AND NAVIGATION BETWEEN THE UNITED STATES AND FOREIGN NATIONS.

THE United States has treaties, conventions, or reciprocal regulations of commerce and navigation with thirty-eight foreign nations, all of which are in force, either in pursuance of the stipulations and terms expressed therein, respectively, or by virtue of decrees, royal orders, or other local regulations on the part of foreign governments, on the one side, and of proclamations by the President of the United States, on the other. These treaties have been already examined, and their leading provisions embodied in the different Commercial Digests to which this volume is devoted. In such form, however, the difficulty of referring to any particular treaty, or of ascertaining, at a glance, the precise character of the commercial regulations of any particular country, is obvious. With a view, chiefly, to remedy this inconvenience, the following Summary of these Treaties, in a tabular form, has been prepared; and it will enable all interested in the foreign trade of the United States readily to ascertain the footing on which our commerce and navigation are placed in foreign countries with which treaties exist, and the treatment to which the commerce and navigation of such foreign countries, respectively, are entitled in the ports of the United States.

The following are the foreign countries, arranged in alphabetical order, between which and the United States commercial treaties are now in force, with the dates of such treaties, respectively:

Argentine Confederation	July 10 and 27, 1853.	Morocco	September 16, 1836.
Austria	August 27, 1819.	Muscat	September 21, 1833.
Belgium	November 10, 1845.	New Granada	December 12, 1846.
Bolivia	November 30, 1836.	Oldenburg	March 10, 1847.
Borneo	June 23, 1850.	Peru	July 26, 1851.
Chili	May 16, 1832.	Portugal	April 23, 1841.
China	July 3, 1844.	Prussia	May 1, 1828.
Costa Rica	July 10, 1851.	Russia	October 6, 1832.
Denmark (*a*)	April 26, 1826.	San Salvador	July 2, 1850.
Equador	June 13, 1839.	Sandwich Islands	December 20, 1849.
France	June 24, 1822.	Sardinia	November 26, 1838.
Great Britain	July 3, 1815.	Siam	April 14, 1836.
Guatemala	March 3, 1849.	Sweden and Norway	July 4, 1827.
Hanover	June 10, 1846.	Switzerland	November 9, 1855.
Holland	August 26, 1852.	Tripoli	June 4, 1805.
Hanse-towns	December 20, 1827.	Tunis	February 24, 1824.
Japan	March 31, 1854.	Turkey	May 7, 1830.
Mechlenburg-Schwerin	December 9, 1847.	Two Sicilies	December 1, 1845.
Mexico	April 5, 1831, and February 2, 1848.	Venezuela	January 20, 1836.

(*a*) By virtue of notice from the United States, this treaty with Denmark "ceased and determined," in accordance with the 11th article of the same, April 14, 1856.

On the 24th of May, 1828, an act was passed by the Congress of the United States, respecting commerce and navigation with foreign nations, in the following words:

"*Be it enacted, &c.*, That, upon satisfactory evidence being given to the President of the United States, by the government of any foreign nation, that no discriminating duties of tonnage or impost are imposed or levied in the ports of the said nation, upon vessels wholly belonging to citizens of the United States, or upon the produce, manufactures, or merchandise, imported in the same from the United States, or from any foreign country, the President is hereby authorized to issue his proclamation, declaring that the foreign discriminating duties of tonnage and impost, within the United States, are, and shall be, suspended and discontinued, so far as respects the vessels of the said foreign nation, and the produce, manufactures, or merchandise imported into the United States in the same, from the said foreign nation, or from any other foreign country; the said suspension to take effect from the time of such notification being given to the President of the United States, and to continue so long as the reciprocal exemption of vessels, belonging to citizens of the United States, and their cargoes, as aforesaid, shall be continued, and no longer."

By virtue of proclamations issued by the President of the United States, in accordance with the provisions of the law above recited, vessels belonging to Tuscany, Brazil, and Chili, are admitted into the ports of the United States on the same terms as American vessels, with the produce or manufactures of their own, or any other country; similar reciprocity being granted in those countries, respectively, to vessels and cargoes of the United States. The dates of the proclamations of the President respecting these countries are as follows: Tuscany, September 1, 1836; Brazil, November 4, 1847; Chili, November 1, 1850.

By the President's proclamation of June 7, 1827, vessels of the Pontifical States are admitted into the ports of the United States on the same terms as American vessels, only when laden with the produce and manufactures of said Pontifical States; and by similar proclamation of April 20, 1847, French vessels in ballast, or laden with the produce of St. Pierre and Miquelon, and coming directly from those islands, are treated in ports of the United States as national vessels. Like favors and privileges are, of course, conceded to vessels of the United States in the Pontifical States, and at the islands of St. Pierre and Miquelon, respectively.

SUMMARY OF TREATIES.

ARGENTINE CONFEDERATION.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaties of July 10 and 27, 1853, both proclaimed April 9, 1855. The former relates to the navigation of the rivers Parana and Uruguay, and the latter establishes and regulates friendship, commerce, and navigation between the Argentine Confederation and the United States. Duration of both undefined.	United States vessels enter all the places and ports on the rivers Parana and Uruguay which belong to the Argentine Confederacy, and which are open to commerce, on the payment of the same custom-house duties, harbor, light, police, and pilotage dues that are paid by the vessels of the most favored nation. This restriction to equality with the vessels of the most favored nation is qualified and enlarged by the treaty of July 27, 1853, which equalizes the vessels of the United States in all the places, ports, rivers, and territories of the confederation, with the national flag, as to tonnage, light or harbor dues, pilotage, salvage in case of shipwreck, or any other local charges whatever.	Merchandise introduced into any part of the territories, ports, or places of the Argentine Confederation, in vessels of the United States, is treated, in respect of duties and all other charges, as if imported in national vessels; and if such merchandise be of the growth, produce, or manufacture of the United States, it is subject to no other or higher duties than similar merchandise, the growth, produce, or manufacture of any other country. In regard to exports, United States vessels enjoy equality, as to drawbacks and bounties, with the national flag.

REMARKS.—The province of Buenos Ayres having seceded from the other provinces of the Confederation, decrees have been issued by the federal power which affect, in some respects, the commercial regulations of the Republic. The latest decree of this kind is one imposing heavy differential duties on foreign merchandise introduced into the other, or fluvial provinces, through the port of Buenos Ayres. This decree, should it be carried into effect, will divert from this port, heretofore the general depot for the trade of the other provinces, such foreign merchandise as is destined for the different points on the Parana and the Uruguay rivers.

AUSTRIA.

Treaty of August 27, 1829, to continue in force ten years from February 10, 1831, with the twelve months' notice stipulation.	United States vessels are treated as national vessels, coming from the same places, in Austrian ports, whether in the direct or indirect trade.	The same duties are charged on importations into Austrian ports, whether of merchandise the growth, produce, or manufacture of the United States, or of any other country; and these duties are no higher than on similar merchandise from any other country. Any favors hereafter granted by either party to the commerce or navigation of another country, to become common to the other party on like conditions.

REMARKS.—The treaty establishes perfect equality between the flags of the two parties in the ports of each.

BELGIUM.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of November 10, 1845, to continue in force ten years from the 30th March, 1846; each party reserving the right to renounce the treaty after the expiration of that period, on giving to the other 12 months' notice of its intention to do so.	United States vessels pay the same duties of tonnage, pilotage, anchorage, buoys, light-houses, clearance, brokerage, and all other charges, as Belgian vessels. This equality applies, no matter whence the vessel comes. The Belgian government guaranties restitution for any duties levied by Holland on United States vessels navigating the Scheldt. Steam-vessels of the United States, engaged in regular navigation between the United States and Belgium, are exempt from the payment of duties of tonnage, anchorage, buoys, and light-houses. Vessels of both parties enjoy, as to coasting trade, equal privilege with the most favored nation.	The treaty restricts the equality of flags, as to duties, to the direct trade, but contains a clause providing that "it is well understood, 1st. That the goods shall have been really put on board in the ports from which they are declared to have come; 2d. That putting in at an intermediate port by uncontrollable circumstances, duly proved, does not occasion the forfeiture of the advantage allowed to direct importation." In the indirect trade, the flag of the United States is placed on an equality with the flag of the most favored nation—except the nation of production—as to import duties. The importations of salt, and of the produce of the national fisheries, are excepted from this equality.

REMARKS.—A law of the Belgian government, of June 8, 1853, provides that "the government is empowered to allow vessels proceeding from trans-Atlantic countries, or from a port beyond the Straits of Gibraltar, to touch at an intermediate port, whether for the purpose of receiving orders or carrying on commercial transactions, by discharging or receiving cargoes." This law, while it remains in force, suspends the practical operation of that article of the treaty restricting the equality of flags to the direct trade; under its operation, the flag of the United States is equalized with the Belgian flag, whether the vessel proceeds from a port in the United States or not. (See Report from Department of State, Ex. Doc. No. 2, 34th Congress, 1st session, page 135.)

BOLIVIA.

Treaty, or general convention of peace, friendship, commerce, and navigation, of November 13, 1836. Ratifications exchanged May 28, 1838, and proclamation of the President of the United States issued October 3 of the same year. To continue in force 12 years from date of ratification, and further, for one year after either party gives the other notice of its intention to renounce it.	The vessels of the United States visiting the "coasts or countries of Bolivia" (the port of Cobija) are placed, as to all charges and privileges, on a footing of equality with the vessels of the most favored nation. Should United States vessels, either of war, (public or private,) of trade, or employed in the fisheries, whether through stress of weather, want of water or provisions, pursuit of pirates or enemies, be forced into the rivers, bays, or ports of Bolivia, they shall be received and treated with humanity, and all favor and protection shall be given to them suitable to their respective exigencies.	Merchandise and articles of commerce, of every kind and description, the importation of which is not prohibited to all other nations, imported in vessels of the United States into Bolivia, are subject to the same duties as similar merchandise and articles imported in the vessels of the most favored nation. The merchants and citizens of the United States are allowed to manage for themselves all their commercial transactions, whether of consignment and sale of their goods, or with respect to the purchase of their return cargoes, or loading and sending off their vessels.

REMARKS.—This convention is styled the "Peru-Bolivian," and was negotiated when these two republics were confederated under one government. Peru having, at a subsequent period, re-established its independence of Bolivia, disavowed the convention, and a new treaty was entered into with that republic. It is still in force, however, as regards Bolivia. By a decree of January 27, 1853, the Bolivian government declared free to the commerce and mercantile navigation of all the nations of the globe the waters of the navigable rivers, which, flowing through the territories of Bolivia, empty into the Amazon and Paraguay; and, by virtue of a treaty of June 14, 1856, between Brazil and Paraguay, the navigation of the Upper Paraguay river was made free, and Bolivia opened to an Atlantic market.

BORNEO.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Convention of June 23, 1850, ratified July 11, 1853—establishes perpetual peace, friendship, and good understanding between the citizens and subjects of the two contracting parties.	No higher duty than one dollar per registered ton to be levied on American vessels entering the ports of the Sultan of Borneo; and this fixed duty to be in lieu of all other charges or duties whatever.	Importations in United States vessels subject only to the same duties as apply to similar importations in vessels of the most favored nation; and no prohibitions exist, either as respects importations or exportations; the latter of which, if the produce or manufacture of the Sultan's dominions, to be always exempt from duty.

REMARKS.—Citizens of the United States are permitted to enter, pass through, and trade in, all parts of the Sultan's dominions, and to enjoy all the privileges granted to the citizens of the most favored nations. They may, also, purchase, rent, occupy, and acquire, in a legal manner, all kinds of property within the dominions of the Sultan.

CHINA.

Treaty concluded July 3, 1844, and proclamation made by the President of the United States April 18, 1846. Not limited as to duration; the United States, however, reserving the right, after the expiration of twelve years from the date of the convention, to open negotiations, should it be deemed necessary to do so, for such modifications in the articles relating to commerce and navigation as may be requisite.	Vessels of the United States may enter any of the five ports open to foreign commerce, viz: Canton, Amoy, Fu-Chow-Fu, Ningpo, and Shanghai, but no other ports, under penalty of confiscation of vessel and cargo. When American vessels shall have entered port, officers may be sent on board as a guard, at the expense of the custom-house; and within 48 hours after a vessel shall have cast anchor, the proper officer must deposit the ship's papers in the hands of the American consul, who will forthwith communicate to the superintendent of customs the name and tonnage of such vessel, the names of her men, and the character of the cargo; after which the superintendent will give a permit for discharging; or, if the master so desire, he may, within 24 hours, depart, without breaking bulk, for another port; in which case he will not be liable to pay tonnage or other duties until he proceeds to discharge at such other port. Tonnage duties to be, on vessels of over 150 tons, 5 mace (74 cents) per ton; 150 tons or under, 1 mace (14⅞ cents), paid only at one port.	United States vessels may import and export all kinds of merchandise not prohibited in the tariff. No new restrictions or monopolies to be created. Duties to be paid in Sycee silver or in foreign money. Discharging cargo without a permit subjects the captain to a fine of $500, and the confiscation of the goods so landed; but if part of cargo only is landed, duties to be paid on such part only. Goods are not to be transhipped from on board one vessel to another, unless there be some particular occasion for doing so, which occasion shall be certified by the consul to the superintendent of customs. Imported goods, having paid duties, on their resale or transit in any part of the empire, are subject to the imposition of no other duty than they were accustomed to pay at the date of the treaty. It is also provided that vessels forced in any way to take refuge in any port other than one of the free ports, shall receive friendly treatment and the means of safety and security.

REMARKS.—The importation of opium is prohibited, but a large contraband trade is regularly carried on in this article through the connivance of Chinese officials. Saltpetre and spelter are government monopolies, and can be sold only to the government merchants. Rice and other grains are free of duty. Should a difference arise as to the value of clocks, watches, jewelry, or of other merchandise on which there is an ad valorem duty, and the parties cannot agree, the question may, within twenty-four hours, but not afterwards, be referred to the consul of the party interested, to be adjusted by him and the superintendent of customs.

CHILI.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Convention of amity, peace, commerce, and navigation of May 16, 1832; ratifications exchanged, and proclamation made April 29, 1834. To continue in force twelve years from date of exchange of ratifications, with the usual stipulation providing for 12 months' notice after that period.	Vessels of the United States are placed on an equal footing in respect of charges and privileges with those of the most favored nation. Vessels driven into Chilian ports by stress of weather, or other compulsory causes, to be protected, and favored in every respect, until they are placed in a condition to continue their voyage.	Imports, the produce or manufacture of any country, not prohibited to be imported, subject to the same duties, charges, and fees under the United States flag as when imported in vessels of the most favored nation. Citizens and merchants of the United States are allowed to manage for themselves their own commercial operations. All favors granted to the citizens or flag of any other nation, to become common, on similar conditions, to the citizens and vessels of the United States; exceptions being reserved by Chili in favor of Bolivia, the Central American States, Mexico, Peru, and the Argentine Confederation.

REMARKS.—The government of the republic of Chili notified that of the United States, under date of October 31, 1850, that no other or higher duties of tonnage or impost would be imposed on vessels of the United States, no matter whence they came, or of what origin might be their cargoes, than were levied on national vessels under like circumstances; consequently, the United States flag is now placed on a footing of equality, both in the direct and indirect trade, with that of Chili.

COSTA RICA.

Treaty of amity, commerce, and navigation, July 10, 1851. Perpetual amity established, and the stipulations relating to navigation and commerce may be abrogated at the expiration of seven years, after the lapse of twelve months from the time that notice to that effect shall have been given by either party to the other.	Vessels of the United States are placed on an equal footing with national vessels in the ports of Costa Rica as to tonnage duties, light or harbor dues, pilotage, salvage in case of damage or shipwreck, or any other local charges. Mail-packets of the United States have liberty, freely and securely, to come to all harbors, rivers, and places to which other foreign ships of the same description are, or may be permitted to come; to enter, anchor, and remain there, and refit, subject to the laws and statutes of the country. The coasting trade reserved by each party, respectively, to its own flag; and all favors hereafter granted to other nations by either of the two parties, to become common to the other.	Imports in United States vessels of articles the growth, produce, or manufacture of the United States, to be subject to the same duties as if imported in national vessels; and these duties to be no higher, nor other than are charged on similar imports the growth, produce, or manufacture of any other foreign country; similar equality of flag as to exports.

REMARKS.—By a decree of August 31, 1854, the local commercial legislation of Costa Rica was completely remodelled and materially modified. Liberty of commerce to the vessels of all nations is granted; certain descriptions of merchandise monopolized by the government, and other descriptions which are prohibited, being specified; among the latter being included rum, fire-arms, and munitions of war, which can be imported only upon special permission; and the former consisting of tobacco, gunpowder, and saltpetre, which can be admitted only on government account.

DENMARK.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Convention of friendship, commerce, and navigation of April 26, 1826; ratified August 10, 1826; proclamation made October 14 of the same year.	Vessels of the United States permitted to frequent all the coasts and countries of Denmark, no matter whence they may come, or how they are laden, on terms of the most perfect equality as to tonnage and other charges, with the national flag, the coasting trade excepted, which is reserved by each contracting party to its own flag. This equality of flags not to apply to the northern possessions of Denmark, viz: Iceland, the Feroe Islands, and Greenland, nor to the direct navigation between Denmark and the West India colonies of his Danish majesty. In passing the Sound or the Belts, United States vessels to pay the same dues as the most favored nation.	United States vessels permitted to import into any part of his Danish majesty's dominions merchandise, whether of the growth, produce, or manufacture of the United States, or of any foreign country, on the same terms, and with the same privileges as to duties, charges, and fees of every description whatever, as apply to similar imports under the national flag; and should the merchandise be of the growth, produce, or manufacture of the United States, to be subject to no other or higher duties than similar merchandise of any other foreign country. This equality, however, not to apply to the Danish possessions of Iceland, the Feroe Islands, nor to Greenland; nor the flags to be equal in the direct trade between Denmark and her West India colonies. Merchandise in United States bottoms to pay at the Sound and Belts the same duties as similar merchandise in vessels of the most favored nation.

REMARKS.—In consequence of the onerous, and, as the United States thinks, the illegal taxes upon the navigation and commerce of the United States at the Sound, notice was given April 14, 1855, in accordance with the provisions of article 11 of the treaty, of the desire of the United States to terminate the same at the expiration of twelve months from that date. The treaty accordingly "ceased and determined" April 14, 1856, and the commerce of the United States with Denmark is now unprotected by any treaty stipulations.

EQUADOR.

Treaty of June 13, 1839; ratifications exchanged April 9, 1842; proclamation made by President of the United States September 23, of the same year. To continue in force 12 years from the date of ratifications, and after the expiration of that period until the end of one year after either of the parties shall have given notice to the other of its intention to renounce it.	Vessels of the United States placed on a footing of equality in the ports of Equador with the national flag, no matter whence they come, certain privileges in favor of vessels built in the dock-yard of Guayaquil being reserved; but these privileges also to be accorded to vessels of the United States, should they ever be granted to Spain, or to Mexico, or the other Hispano-American republics. Any favors hereafter granted to the commerce or navigation of other countries, to become common to those of the United States.	Imports in vessels of the United States, whether of the growth, produce, or manufacture of the United States or of any other country, subject to the same duties and charges as if imported in national vessels; and merchandise, the growth, produce, or manufacture of the United States, admitted on the same terms as similar merchandise of any other foreign country. United States commerce entitled to any privileges hereafter granted to the commerce of any other foreign nation.

REMARKS.—In all lawful commerce, whether as respects imports, exports, duties, drawbacks, &c., the United States flag enjoys an equality with the flag of Equador; the coasting trade and the reservation in favor of vessels built at Guayaquil excepted. Such vessels, when under the national flag, are, by decree of August 23, 1845, exempt from tonnage, anchorage, and other port dues, and are entitled to a reduction of 3 per cent. on all produce, merchandise, &c., imported by them, for consumption, into any of the ports of the republic.

FRANCE.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Convention of June 22, 1822, to be in force for two years from October 1, 1822; and after the expiration of that time, until one of the parties shall have declared its intention to renounce it; which declaration shall be made at least six months before it can take effect.	Equality of treatment. Tonnage and other navigation dues in French ports upon American vessels, five francs per ton; in U. States ports upon French vessels, 94 cents per ton. The navigation duty of 94 cents per ton is payable by American vessels, no matter from what port they may have last proceeded; but the equality of treatment as to cargoes with the French flag is applicable only when the voyage has been direct, and the origin of the merchandise is attested by certificate from the custom-house at the port of departure, *viséd* by the French consul at such port.	In French ports an extra duty on articles of the growth, produce, or manufacture of the United States, imported in American vessels, at 20 francs per ton of merchandise; in United States ports, upon similar products of France, imported in French vessels, an extra duty at $3 75 per ton of merchandise; these extra duties not applicable in either country to merchandise of the other destined for transit or re-exportation. Should this convention be continued in force after two years, the additional duties, at the expiration of that period, to be reduced one-fourth of their amount, and successively from year to year, so long as neither nation shall give the six months' notice of its intention to renounce it. Neither party having given the notice, the additional duties ceased to exist by the annual reduction of one-fourth, from October 1, 1827.

REMARKS.—By virtue of a ministerial decree of December 17, 1851, American vessels, laden with cotton for France, may touch at English ports without losing the benefit of direct importation, provided bulk be not broken, and no operation of commerce be transacted. Navigation and commerce between the United States and French colonial possessions are regulated by the laws and decrees of the French government. American vessels proceeding direct from the United States in ballast, or laden with articles the growth or manufacture of their own country, to the islands St. Pierre and Miquelon, are treated on the same footing as national vessels.

GUATEMALA.

Convention of peace, amity, commerce, and navigation concluded March 3, 1849, and proclaimed by the President of the United States July 28, 1852. To continue in force twelve years from the date of the exchange of ratifications, and after that period, for 12 months after either party shall have given notice to the other of its intention to renounce it.	Vessels of the United States are admitted into the ports of Guatemala, no matter whence they may have sailed, on the same terms, as to tonnage and all other navigation dues, as national vessels. Any favors granted to the navigation of other foreign nations are to become common to that of the United States, on equal conditions. The coasting trade reserved by each nation to its own flag.	Imports into the ports of Guatemala, in vessels of the United States, whether of articles the produce, growth, or manufacture of the United States, or of any other country, placed on the same footing, as to duties and all other dues and charges, as similar imports under the national flag; and if the articles so imported are of the growth, produce, or manufacture of the United States, they are subject to no higher or other duties than similar articles, the growth, produce, or manufacture of ar other foreign country.

REMARKS.—By decree of May 6, 1852, every vessel which shall anchor in the ports of Guatemala, no matter whence it may come, is required to pay a tonnage duty of twenty-five cents per ton of measurement ascertained from her papers. Among the vessels free of this duty are—vessels in ballast anchoring for supplies, and discharging no cargo; vessels of war and regular mail or steam packets not discharging over twenty tons of cargo; and vessels receiving on board, for exportation, produce of the country, excepting cochineal.

GREAT BRITAIN.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of July 3, 1815, to continue in force four years. Continued in force ten years by the 4th article of the convention of London, October 20, 1818, and renewed indefinitely April 2, 1828, with an additional article containing the usual stipulation as to twelve months' notice. "Reciprocity treaty" concluded June 5, ratified June 9, and proclaimed by President of the United States September 11, 1854. To continue in force ten years from the date at which it went into operation, (1855) with the usual stipulation as to 12 months' notice after that period. It secures reciprocal freedom of fishery on the coasts of the United States and the British provinces in America, and of trade in raw products.	United States vessels admitted into British ports in Europe on the same footing as national vessels. The vessels must be built and owned in the United States, and navigated by a master and a crew three-fourths of which are citizens of the United States. Vessels of the United States permitted to touch for refreshment, but not for commerce, in the course of their voyage to or from the British territory in India, or to or from the dominions of the Emperor of China, at the Cape of Good Hope, the island of St. Helena, or such other places as may be in the possession of Great Britain, in the African or Indian seas—such vessels being subject, in all that regards this article, to the laws and regulations of the British government from time to time established.	Merchandise imported into British ports in United States bottoms, must consist of articles the growth, produce, or manufacture of the United States; and the same duties are charged, whether imported in United States or British vessels, as on similar produce of any other foreign country. The importation, in American vessels, of the productions of any country but the United States, is prohibited. The intercourse between the United States and the British West Indies is not affected by the treaty. The vessels of the United States are admitted into the British East India possessions on the footing of those of the most favored nation; that is, they pay the same tonnage and import duties and other charges as the vessels of such nations; but, when laden, they must proceed direct to the United States. With the British West Indies, the trade was regulated, prior to 1850, by diplomatic agreement. By reciprocity treaty of 1854, a free trade in the raw staples of the United States and Canada, Newfoundland, New Brunswick, Nova Scotia, and Prince Edward's Island, respectively, is established.

REMARKS.—By the act 12 and 13 Victoria, chapter 29, which went into force January 1, 1850, the comprehensive principle was adopted of admitting into the ports of Great Britain, and of British possessions, goods of any sort, in a ship of any country, from any part of the world; certain restrictions, deemed necessary either for the safety of the state, or for the protection of the revenue, still remaining in force. American vessels in British ports are, therefore, equalized with British vessels as to tonnage and import duties, and all other charges whatever. By circular of the Treasury Department of the United States, October 15, 1849, instructions were issued to custom-house officers and others interested, as follows: "1. In consequence of the alteration of the British navigation laws, British vessels from British or other foreign ports will, (under our existing laws,) after the first day of January next, be allowed to enter in our ports with cargoes of the growth, production, or manufacture of any part of the world. 2. Such vessels and their cargoes will be admitted, from and after the date before mentioned, on the same terms as to duties, imposts and charges, as vessels of the United States and their cargoes. By the act 17 Victoria, chapter 5, the coasting trade of Great Britain is opened to foreign flags, subject only to the same regulations as apply to British vessels engaged in the same trade.

HANOVER.

Treaty of June 10, 1846, to continue in force 12 years from date; and further, until either party gives to the other 12 months' notice of its intention to renounce it at the expiration of the period.	Vessels of the United States received in Hanoverian ports on the same terms as to navigation dues of every description as national vessels; and, in the navigation of the river Elbe, are equalized with Hanoverian vessels as to the tolls collected at Brunshausen or Stade.	Whatever merchandise or produce may be imported in Hanoverian vessels may also be imported in United States vessels, on terms of perfect equality as to duties, irrespective of the country of origin, or whence imported.

REMARKS.—The equality guaranticd by the treaty extends only to such vessels of the high contracting parties as are built within their respective territories, or lawfully condemned as prizes of war, or adjudged to be forfeited. It is also stipulated that vessels of the kingdom of Hanover may select their crews from any of the States of the Germanic Confederation, provided that the master of each be a subject of the kingdom of Hanover.

HANSE-TOWNS.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of December 20, 1827, to continue in force twelve years from date; either party reserving the right, after the expiration of that period, to renounce the treaty at the end of twelve months, after having given notice of its intention to do so.	Navigation duties of every description whatever, the same on United States vessels as on national, whether in the direct or indirect trade; and perfect equality in all other respects.	Imports into the ports of the Hanse-towns in vessels of the United States, subject to the same duties, charges, &c., as similar imports under the flag of the Hanse-towns.

REMARKS.—Each one *of* the three Hanseatic towns, Hamburg, Bremen, and Lubeck, agrees separately, and each for itself, to the stipulations of the treaty. Hanseatic vessels are entitled to equality in the ports of the United States with the national flag, if owned exclusively by a citizen or citizens of any or either of the Hanse-towns, and of which the master shall also be a citizen of any or either of them, and provided that three-fourths of the crew shall be citizens or subjects of any or either of the said republics or towns, or of any or either of the States of the Germanic Confederation. This privilege secures to the flag of the Hanse-towns a large share of the carrying trade between the United States and the German States. (See Digest, Hanse-towns, page 385.)

HOLLAND.

Treaty of August 26, 1852, additional to that of January 19, 1839, and substituting for articles 1 and 2 of the latter treaty, other articles; and providing that the duration of the new treaty shall be limited to the term of two years from the date of ratification (February 25, 1853), with the usual 12 months' notice.	Vessels of the United States, whencesoever coming, are treated in Dutch ports, including also the foreign possessions of Holland, as national vessels, with respect to duties of tonnage, harbor dues, light-house, pilotage, quarantine, or other port charges of any kind whatever—the coasting-trade and national fisheries being reserved.	Entire reciprocity guarantied to the flag of the United States, and perfect equality with the national flag, as to duties of import and export, both in Dutch ports in Europe, and in those of Dutch possessions abroad. All differential and discriminating duties as respects the flag are abolished.

REMARKS.—The equality as to export duties, stipulated in the treaty of 1852, applies only when the vessels of the United States clear for the same ports as national vessels. Thus, the export duty on coffee in Java is the same when exported in United States bottoms as when exported in Dutch vessels, when both have the same destination; but if the Dutch vessel proceeds to Amsterdam, and the United States vessel clears for Boston, the former enjoys a discriminating privilege in respect of the amount of duty.

JAPAN.

Treaty concluded Mar. 31, 1854; ratifications exchanged Feb'ry 21, 1855; and proclamation made by the President of the United States June 22 of the same year.	American vessels permitted to enter the ports of Hakodade and Simoda, and no other ports of the Japanese empire, unless in distress, or forced by stress of weather. The only charge for entering is for pilotage; the rates of which, for the port of Simoda, are as follows: vessels drawing over 18 feet pay $15; over 13, and less than 18, $10; under 13, $5.	Vessels of the United States are permitted to exchange only gold and silver coin, and articles of goods for other articles of goods, under such regulations as shall be temporarily established by the Japanese government. Wood, water, provisions, coal, and goods required, can only be procured through the agency of Japanese officers, appointed for that purpose.

REMARKS.—As a means of opening the commerce of Japan, or even of the ports opened to American vessels—viz: Simoda and Hakodade—the treaty has proved totally inefficient. The treaty grants the privilege to shipwrecked persons and other citizens of the United States, living temporarily at Simoda, to go where they please within the limits of seven Japanese miles from a small island in the harbor, and at Hakodade within limits hereafter to be defined. "Living temporarily" has been defined by the Japanese authorities to mean "a sojourn of four or five days on shore." Wood and water, and such supplies as could be had, have been freely sold at pretty good prices; but permission to trade, in a mercantile sense, has been absolutely refused. The privileges of this treaty are said to have been recently extended to all nations.

MECKLENBURG-SCHWERIN.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Declaration of accession to treaty with Hanover, December 9, 1847, to continue in force until June 10, 1858, with the usual 12 months' notice stipulation after that period, and a conditional 6 months' notice by the United States, if a contingency should occur rendering it expedient, in the opinion of that government, to renounce the treaty.	Vessels of the United States subject to the same duties in the ports of the grand duchy of Mecklenburg-Schwerin as national vessels; the coasting trade being reserved. This equality applies only to vessels built within the respective territories of each party, or lawfully condemned as prizes of war, or adjudged to be forfeited, &c., and belonging wholly to citizens of each.	Importations of articles the growth, produce, or manufacture of the United States, subject to no higher duties than similar articles the growth, produce, or manufacture of any other foreign country; such duties to be the same, whether imported in vessels of the United States or in national vessels. This equality is applicable to the indirect as well as to the direct trade.

REMARKS.—Besides the stipulations contained in the treaty with Hanover, other articles are added. Import duty on raw cotton and paddy, the produce of the United States, is abolished by the treaty; and maximum rates of import duty on tobacco, rice, and whale-oil, and for transit on the Berlin-Hamburg railroad, are prescribed.

MEXICO.

Treaty of April 5, 1831, revived, as to general stipulations relating to commerce and navigation, by article 17 of the treaty of February 2, 1848, and to continue in force from date of ratification of said treaty (May 30, 1848), for a period of 8 years, with the usual stipulation providing for 12 months' notice after that period by either party wishing to renounce it.	Vessels of the United States may enter all the open ports of the Mexican republic on the same terms, as to tonnage duties, light or harbor dues, pilotage, salvage, and all other local charges, as apply to national vessels. The coasting trade is reserved by each country, respectively, to its own flag.	United States vessels may import into Mexican ports merchandise, the growth, produce, or manufacture of the United States, on the same terms as if the said merchandise were imported under the national flag; the duties of import to be no higher or other than levied on similar merchandise, the growth, produce, or manufacture of the most favored nation.

MOROCCO.

Treaty concluded September 16, 1836, and proclamation thereof made by the President of the United States January 30, 1837; to continue in force 50 years, with the usual stipulation requiring twelve months' notice after that period by either party wishing to renounce it.	United States vessels permitted to put into any ports in the dominions of the Emperor of Morocco for provisions or other supplies, without any interruption or molestation, and to put in for repairs, and to land and reload their cargoes, without paying any duty whatever. Should American vessels be cast ashore on any part of the coasts of Morocco, either by stress of weather or other cause, to be permitted to remain undisturbed until the commander may think proper to proceed on his voyage.	Importations from the United States, and American commerce generally, to be on the same footing as those from Spain, or from the most favored nation for the time being. Masters forbidden to transport their cargoes on board other vessels. Merchants of the United States allowed to employ such interpreters and other agents as they shall think proper; and American citizens permitted to pass and repass the country and seaports whenever they please, without molestation.

REMARKS.—The tariff of duties is often arbitrarily raised in Morocco. The general rate is 10 per cent. on imports, excepting certain specified articles, on which specific duties are levied. (Tobacco is a monopoly of the government, and the trade is usually rented out at rates reaching as high as $100,000 per annum. Were the trade in this article freed from the pressure of this monopoly, its importation from the United States would be largely increased.)

MUSCAT.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of September 21, 1833; President's proclamation issued June 24, 1837. Establishes perpetual peace between the United States and his majesty the Sultan of Muscat and his dominions.	Vessels of the United States pay 5 per cent. duties on the cargoes landed, to be in full of all duties of import and export, tonnage, license to trade, pilotage, anchorage, or of any other charge whatever. No charge to be paid by American vessels entering any of the Sultan's ports for the purpose of refitting, or refreshments, or to inquire the state of the market.	The duties and other charges on commerce in the dominions of the Sultan are given under the head of Navigation. The articles of muskets, powder, and balls can be sold only to the government, in the island of Zanzibar; but in other ports of the Sultan's dominions said munitions of war may be sold to the highest bidder, without restriction. Duties of tonnage, import and export, license to trade, &c., to be the same for American citizens as for citizens of the most favored nation.

REMARKS.—The trade between the United States and the dominions of the Sultan of Muscat, especially the island of Zanzibar, is yearly increasing. It reaches, annually, in value, about $1,000,000, and is carried on chiefly from Salem, Massachusetts. Articles of American manufacture most in demand in the market of Zanzibar are the various descriptions of cotton goods, the annual exportation amounting to about 6,000 bales. Every facility for commercial operations is extended to American vessels and mercantile houses, and the duties or other charges never exceed those stipulated in the treaty.

NEW GRANADA.

Treaty of December 12, 1846, to continue in force 20 years, unless either party should notify the other, twelve months before the expiration of that period, of its intention to reform any or all of its stipulations; and beyond that period, for twelve months after either shall have given notice of its intention to propose such modifications.	Vessels of the United States to enter all the ports of New Granada on a footing of entire equality with the vessels of that republic, without regard to the port or country whence they may have sailed. Should such vessels be driven into the ports of the republic by pirates, enemies, or from stress of weather, to be protected, and all facilities, &c., afforded them; and, unless they remain in port over 48 hours, to be exempt from all port or harbor charges, pilotage excepted. The coasting trade reserved by each of the contracting parties to its own flag.	Duties on imports and exports under the United States flag the same as under the national flag; and on articles the growth, produce, or manufacture of the United States, these duties not to be higher or other than are levied upon similar articles, the growth, produce, or manufacture of any other foreign country. Merchandise belonging to citizens of the United States, in transit across the Isthmus of Panama, to be free from import duties, and subject only to the same tolls that are levied in like cases on merchandise belonging to citizens of New Granada.

REMARKS.—For the privileges granted on the Isthmus of Panama, the United States guaranties to New Granada the perfect neutrality of that territory, and her sovereignty and rights of property over the same. The stipulations of the treaty respecting commerce have been modified by subsequent decrees of the government of New Granada. Those of chief interest provide that the coasting trade shall be thrown open to all flags, and payment of navigation duties shall be demanded only at one port. Panama, Cartagena, Choco, Buenaventura, and Yumaco, are free ports—no other than navigation duties being charged. More recent enactments, however, impose a tonnage duty of 40 cents per ton on all vessels entering port; and a tax of $3 per pound on all mail matter crossing the Isthmus.

OLDENBURG.

Declaration of accession of the Grand Duke of Oldenburg to treaty with Hanover, March 10, 1847.	The same stipulations and privileges as are granted under the treaty with Hanover of June 10, 1846.	The same privileges, as respects the commerce of the United States, as are extended to said commerce in Hanoverian ports.

REMARKS.—The stipulations relative to the Stade and Weser tolls, contained in the treaty between the United States and Hanover, are omitted in the declaration of accession by Oldenburg; this government having no control over, or interest in, said tolls.

PERU.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of July 26, 1851; ratifications exchanged the 16th, and proclamation made by President of the United States the 19th July, 1852. To continue in force 10 years from date of ratification, and beyond that period, until 12 months shall have elapsed after either party shall have given the other notice of its intention to renounce it.	No higher or other duties or charges on account of tonnage, light-houses, or harbor dues, pilotage, quarantine, salvage, &c., to be levied on United States vessels of 200 tons or upwards, than are payable in the same ports on national vessels of the same tonnage. The coasting trade is reserved by each country, respectively, to its own flag.	Imports in vessels of the United States to be subject to the same duties as similar imports in national vessels; and, if of the growth or manufacture of the United States, the duties to be no higher or other than on similar merchandise the growth or manufacture of any other nation. Like equality of flags as to exports. Should the tariff of Peru be changed so as to augment the duties of import or export, such change not to apply to United States commerce until the expiration of 8 calendar months thereafter. Steam-vessels of the United States, if belonging to a regular line owned by citizens of the United States, to be permitted to navigate the ports of entry of Peru with the same privilege as any association or company whatsoever.

REMARKS.—The treaty provides that whaleships of the United States shall have access to the port of Tumbez, as well as to the ports of entry of Peru, and may sail from one port to another for the purposes of refreshment and refitting; and shall be permitted to sell or barter their supplies or goods, including oil, to the amount of $200 ad valorem for each vessel, without paying any tonnage or harbor dues, or any duties or imposts upon the articles so sold or bartered. They shall be permitted, with like exemption from tonnage and harbor dues, to sell or barter supplies or goods, including oil, to the additional amount of $1,000 ad valorem for each vessel, upon payment, on said additional articles, of the same duties as are payable upon like supplies or goods and oil when imported in the vessels and by the citizens of the most favored nation. A decree of the Peruvian government restricts the terms "supplies or goods, including oil," to articles the produce of the fisheries, and withholds the privileges of the stipulations of the treaty, above condensed, from all other descriptions of "goods" or merchandise.

PORTUGAL.

Treaty of August 26, 1840; ratifications exchanged April 23, 1841; and proclamation made April 24 of the same year; to continue in force six years from date of ratifications; and further, until the end of one year after either of the contracting parties shall have given notice to the other of its intention to renounce it.	Vessels of the United States arriving, either laden or in ballast, in the ports of Portugal (including Portuguese possessions), to be treated on an equal footing with national vessels coming from the same place, with respect to the duties of tonnage, light-house dues, pilotage, port charges, and all other charges whatever. Each party reserves to its own flag, respectively, the coasting trade.	On the importation into the kingdom of Portugal and its possessions, where foreign commerce is allowed, in vessels of the United States, of any articles the growth, produce, or manufacture of the U. States, no other or higher duties to be levied than on similar articles the growth, produce, or manufacture of any other foreign country; and, in all cases of direct importation, the vessels of each country to be equalized in the ports of the other. Should the indirect trade of any other foreign country be placed upon the same footing as the direct trade, similar privileges to be accorded to the United States on equal conditions.

REMARKS.—Any favor granted since the date of the treaty, or which may hereafter be granted by either of the high contracting parties, as respects commerce and navigation, is to apply to the other party, freely if it has been freely granted, and on similar equivalents where it has been conditional. By virtue of the reciprocity, as it respects navigation, Portuguese vessels are exempt from tonnage duty in the ports of the United States. In the indirect trade with Portugal, imports under the United States flag are subject to differential duties.

PRUSSIA.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of May 1, 1828, to continue in force twelve years, with the usual stipulation requiring 12 months' notice after that period by either party desiring to renounce it.	United States vessels to be treated in Prussian ports, as to the duties of tonnage, light-houses, pilotage, salvage, and port-charges, as well as to all other duties, fees, or charges whatsoever, as national vessels. The coasting trade reserved to each country.	Cargoes under the United States flag, whatever the origin, or whencesoever imported, to be subject to the same duties and charges only as if imported under the national flag. Like equality as to exportations. Articles the growth, produce, or manufacture of the United States, to be subject to the same duties as like articles the growth, produce, or manufacture of any other foreign country.

REMARKS.—Two treaties of amity and commerce were entered into between the United States and Prussia prior to that condensed in the text—one of July, August, and September, 1785, and the other of July 11, 1799. By article 12 of the treaty of May 1, 1828, the 12th article of the former treaty, and from the 13th article to the 24th, inclusive, of the latter, with the exception of the last paragraph in article 19, are revived, in so far as they do not affect treaties or conventions concluded, by either party, with other powers, during the interval between the expiration of the treaty of 1799 and the commencement of the treaty of 1828. Articles 12 of the treaties of 1785 and 1799, respectively, relate to the principle of free ships making free goods. In reference to this point, article 12 of the treaty of 1828 provides that, the parties being still desirous to establish between themselves, or in concert with other maritime powers, further provisions to insure just protection and freedom to neutral navigation and commerce, and which may, at the same time, advance the cause of civilization and humanity, engage again to treat on this subject, at some future and convenient period.

RUSSIA.

Treaty of December 6, [18,] 1832, to continue in force until January 1, 1839, with the usual stipulation for twelve months' notice to renounce it by either party desiring to do so. No such notice having been given, the treaty continues in force.	United States vessels arriving in Russian ports, either laden or in ballast, to be treated on the same footing as national vessels, coming from the same place, with respect to duties of tonnage. In regard to light-house duties, pilotage, and port charges, as well as to the fees and perquisites of public officers, and all other duties and charges levied upon vessels of commerce, the United States flag is placed upon the footing of the most favored nation with which Russia has no special treaty stipulating for entire reciprocity. Any favors hereafter granted to the navigation of any other foreign nation to become common to the United States on similar or equal conditions.	All kinds of merchandise and articles of commerce, being the growth, produce, or manufacture of the United States, may be imported into Russian ports on the same terms as apply to similar articles the produce or manufacture of any other foreign country; and, whether the imports be of the growth, produce, or manufacture of the United States, or of any other foreign country, perfect equality is granted with the national flag. Any favor hereafter granted to the commerce of other foreign nations to become common to the commerce of the United States. Certain special privileges to be retained by Russia in reference to commerce with Prussia, and Sweden and Norway; but they do not affect the general reciprocity stipulated in the treaty.

REMARKS.—The treaty establishes entire reciprocity between the flags of the two countries. July 22, 1854, a treaty was concluded between Russia and the United States, establishing the principle that "free ships make free goods," and containing a stipulation to the effect that other nations may, by a formal declaration of a desire to accept and be governed by the principle, become entitled to all the rights and privileges resulting from this [illegible]

As these pages go to press, the Russian government, under date November 28, 1856, officially signifies to the government of the United States its adhesion to the principles announced in the reply of the latter government to the declarations of the Congress at Paris, April 16, 1856, in reference to privateering. The communication of the representative of the Russian government at Washington thus conveys the concurrence of the Emperor: "His Majesty entirely concurs in the views of the government of the United States which the Hon. Mr. Marcy has laid down in his equally lucid as temperate note of the 28th of July. The proposition of the federal government, in the opinion of his Imperial Majesty, deserves so much the more to be taken into consideration that the honorable Secretary of State argues not for the exclusive interest of the United States, but for those of the whole of mankind. The undersigned is accordingly instructed to notify the Hon. Mr. Marcy that his Majesty the Emperor accepts, for his part, the condition under which the United States consent to the abolition of privateering—namely, that the private property of the subjects and citizens of the contracting parties shall in times of war be respected by their respective naval forces, as well as by those of all the powers which may join in this declaration."

SAN SALVADOR.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Convention concluded January 2, 1850. To continue in force twenty years, if neither party notify the other 12 months before the expiration of that period of its desire to reform any of its stipulations; and beyond twenty years, until twelve months shall have elapsed after such notice shall have been given by either party.	Vessels of the United States, no matter whence they may have come, or how laden, to be treated in the ports of San Salvador, as to all duties of tonnage, light-house, or any other charges of whatsoever denomination or character, as national vessels. From this equality the coasting trade is excepted, which is reserved to the national flag; but should any favors of navigation be granted hereafter to any other foreign nation, it will immediately apply to the flag of the United States.	Imports into San Salvador in vessels of the United States, no matter whence imported or of what origin, to be subject to the same duties, charges, and fees of every description, as similar imports in vessels of the United States; and if these imports consist of articles the growth, produce, or manufacture of the United States, to be subject to no higher or other duties than similar imports, the growth, produce, or manufacture of any other foreign nation.

SANDWICH ISLANDS.

Treaty concluded December 20, 1849; ratifications exchanged August 24, 1850, and proclamation made by the President of the United States November 9, 1850. Establishes perpetual peace and amity between the United States and the Hawaiian Islands, and provides that the treaty shall continue in force ten years, with the usual stipulation providing for 12 months' notice by either party wishing to renounce it after that period.	United States vessels in direct voyages, if laden, or in respect of any voyage, if in ballast, to pay the same duties of tonnage, harbor, light-houses, pilotage, quarantine, or other navigation charges of whatever kind, that are paid by national vessels. Steam vessels employed in carrying the public mails of the United States across the Pacific, or from one port to another therein, to have free access to the ports of the Sandwich Islands, to refit, refresh, land passengers and their baggage, or for any purpose pertaining to the mail service of the United States, without being subject to any of the duties above specified. Whale-ships of the United States may enter the ports of Hilo, Kealakeakua, and Hanalei, and also the open ports of Honolulu and Lahaina, exempt from tonnage or harbor dues of any description, with certain privileges of trade, as set forth under the head of Commerce. They may also pass from port to port of the islands for the purpose of procuring refreshments, but may not land their seamen or passengers, except at Honolulu or Lahaina. The privilege of the same ports is also granted to armed vessels of the United States.	Imports of merchandise, the growth, produce, or manufacture of the United States, to be subject to the same duties, whether imported in vessels of the one country or of the other; and these duties to be the same as are levied upon similar merchandise, the growth, produce, or manufacture of, or imported from, any other country. Absolute liberty of trade allowed between the citizens of the two countries, without restriction, unless in articles prohibited. Whaling vessels of the United States may trade or barter their supplies or goods, except spirituous liquors, to the amount of $200 ad valorem for each vessel, without being liable to pay duties therefor; and the further privilege is granted to such vessels at the ports designated under the head of Navigation, and exempt, as therein stated, from tonnage and harbor dues, to trade or barter, except in spirituous liquors, to the further amount of $1,000 ad valorem, by paying on the additional goods so traded or bartered the usual duties levied on similar merchandise imported under the flag of the most favored nation.

SARDINIA.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of November 26, 1838, to continue in force ten years from March 13, 1839—the date of exchange of ratifications; and, after the expiration of that period, until twelve months shall have elapsed after either party shall have given notice to the other of its intention to renounce it.	Vessels of the United States arriving in Sardinian ports, either laden or in ballast, to be treated, as to the duties of tonnage, light-houses, pilotage, and port charges, as well as to all fees and charges of whatever kind or denomination, as national vessels coming from the same place.	All imports in United States vessels into Sardinian ports to pay the same duties and charges only as if brought in Sardinian vessels. Imports, the growth or manufacture of the United States, to pay the same duties only as like produce of the most favored nation. The "Separate Article" of the treaty, respecting "differential duties," ceased to have effect, by virtue of a law of Sardinia, July 6, 1850.

REMARKS.—Freedom of transitage, from and to the port of Genoa, through the territories of Sardinia, is stipulated by the treaty, with specified exceptions.

SWEDEN AND NORWAY.

Treaty of July 4, 1827, reviving certain articles of the treaty of April 3, 1783, together with the 1st, 2d, 4th, and 5th separate articles of the said treaty, and containing additional commercial stipulations; to continue in force 10 years, with the usual stipulation requiring twelve months' notice to be given by either party desiring to renounce it, after the expiration of that period.	Vessels of the United States proceeding from any port to the ports of Sweden and Norway, including those of the island of St. Bartholomew, laden or in ballast, are treated as national vessels coming from the same port, as to all duties of navigation and tonnage.	Entire reciprocity and perfect equality, as to import duties and all other charges, between the flag of the United States and that of Sweden and Norway; and this reciprocity and equality applies, whether the voyage be direct from the ports of the United States, or indirect from any other foreign port.

SWITZERLAND.

Convention signed November 25, 1850; ratifications exchanged Nov. 8, 1855; and proclamation made November 9 of the same year. To continue in force ten years from date of ratification, if neither party gives notice to the other one year before the expiration of that period; and so on, from year to year, until the expiration of twelve months after such notice shall have been given.	Imports and exports to and from Switzerland take place through the ports and territories of France and other adjacent countries; and the charges of transitage, in consequence, are a heavy drawback upon the industry and commerce of the confederation. This remark applies, especially, to the restrictions on transitage through France.	In all that relates to the importation, exportation, and transit of their respective products, the United States and the Swiss Confederation to treat each other reciprocally as the most favored nation, union of nations, &c. All future commercial privileges granted by either party to any nation, union of nations, &c., immediately to become common to the other party on equal conditions. Should differential duties be established in the Swiss Confederacy upon the products of any nation, the United States to be at liberty to determine the manner of establishing the origin of its own products destined to enter that confederacy.

REMARKS.--The frontier territory of Switzerland is divided into six departments for the collection of customs duties. The central points of these, respectively, are at Basle, Schaff-hausen, Coire, Lugano, Lausanne, and Geneva. No merchandise can be imported or exported, unless by special license, except through one or other of these frontier custom-houses.

SIAM.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of amity and commerce of March 20, 1833; ratifications exchanged April 14, 1836; and proclamation made by the President of the United States June 24, 1837. Establishes perpetual peace between the United States and Siam.	Vessels of the United States entering any port of the Siamese dominions, and selling or purchasing cargoes of merchandise, to pay, in lieu of all import and export duties, tonnage, license to trade, or any other charges whatsoever, a measurement duty of 1,700 ticals or bats (equal to $1,037), for every fathom of 78 English inches in breadth upon vessels selling merchandise; and of 1,500 ticals (equal to $915) per fathom, similar measurement, upon vessels purchasing cargoes with specie. It is prohibited to sell munitions of war to any person	except the king, and also to export rice or import opium; the latter being contraband. It is stipulated that if, hereafter, the duties payable by foreign vessels be diminished in favor of any other nation, the vessels of the United States shall be entitled to like diminution; and should any foreign nation, other than Portugal, be hereafter permitted to have consuls in Siam, the same privilege shall be accorded to the United States. United States merchants, desirous of bringing their goods on shore for trade, must deposit them in the king's factories, paying the customary rent of the country therefor.

REMARKS.—The treaty of 1833 completely suspended all commercial operations between the United States and Siam. On a vessel, say of 25 feet beam, the duty, at 1,700 ticals per 78 inches, would amount to $3,988 46! In 1855 (April) a new treaty was negotiated between Great Britain and Siam, to the privileges of which American commerce is entitled by article 4 of the treaty of 1833 between the United States and Siam. This new treaty with Great Britain authorizes that nation to have a resident consul at Bangkok, after April 6, 1856, and after the same date the measurement duty is to be abolished, and a general import duty of 3 per cent. to be paid in money or kind, at the option of the importer. Disputes as to the value of goods are to be settled by arbitrators. Opium may be imported free, but can be sold only to the opium farmer or his agent. Export duty specific. (See Digest, p. 494.)

TRIPOLI.

Treaty of peace and amity of June 4, 1805, not limited as to duration. Establishes a firm, inviolable, and universal peace, and a sincere friendship "on the terms of the most favored nation," and guaranties to the United States like favors with those hereafter granted to any other nation.	Vessels of the United States in the ports of Tripoli to be subject to the same duties, charges, and privileges as the vessels of the most favored nation. United States vessels destined for Tripolitan ports must be provided with proper passports; to examine which, not more than two persons, besides the rowers, are allowed to proceed from any Tripolitan man-of-war, or to go on board, unless permitted so to do by the American captain. In case of distress, United States vessels may put in, land and re-embark cargo, and repair, without the payment of duties.	The commerce between the United States and Tripoli—the protection to be given to American merchants, masters of vessels, and seamen—the right of establishing consuls in the regency of Tripoli, and the privileges, immunities, and jurisdictions enjoyed by such consuls, to be on the same footing with those of the most favored nation.

TWO SICILIES.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of December 1, 1845, to be in force ten years from date, either party reserving the right to terminate it after that period, on giving twelve months' notice of its intention to do so.	When importing articles of the growth or the manufacture of the United States, American vessels to be on the same footing as to duties, charges, &c., with national vessels. This equality as to navigation dues applies only in respect of direct voyages if laden, or of any voyage if in ballast. Merchant vessels of the United States, forced by stress of weather, or other similar cause, into Sicilian ports, to be exempt from port and tonnage duties, provided no operation of commerce is carried on The coasting trade is reserved by each country to its own vessels.	The direct importation of articles of the growth, produce, or manufacture of the U. States to be subject to the same duty, whether imported in vessels of the United States or in those of the Two Sicilies. In the indirect trade, importations under the flag of the U. States into the ports of the Two Sicilies to be subject to differential duties.

REMARKS.—A decree was issued, December 18, 1854, by the King of the Two Sicilies, extending to the indirect trade of such foreign nations as would be willing to reciprocate, all the advantages of the national flag. Under the act of 1828, (given at length in the preliminary remarks to this Summary,) the government of the United States has reciprocated the privileges thus granted by the government of the Two Sicilies; and the flag of the United States is, therefore, equalized, in Sicilian ports, with the national flag, in the indirect trade.

TURKEY.

Treaty concluded May 7, 1830, and ratified February 2, 1831. Not limited as to duration.	Vessels of the United States to be treated, in ports of the Ottoman empire, in like manner as vessels of the most favored nation; to have the same liberty to pass the canal of the imperial residence, and to go into and come from the Black sea, either laden or in ballast; and may be laden with the produce, manufactures, and effects of the Ottoman empire, except such as are prohibited, as well as with those of their own country. United States vessels must sail under their own flag, and are prohibited from lending their flag to the vessels of other foreign nations, or to those of the Rajahs.	Importations into Ottoman ports in vessels of the United States to be subject to the same duties, charges, &c., as importations under the flag of the most favored nation. American merchants established in the states of the Sublime Porte for purposes of commerce, to be at liberty to employ "*semsars*"—brokers or factors—of any nation or religion; such merchants or other American citizens residing in the Turkish dominions, not to be amenable to Turkish tribunals for offences committed, but to be tried by their own minister or consul, and punished according to his sentence.

REMARKS.—By virtue of the most favored-nation stipulation, vessels of the Ottoman Porte are admitted into United States ports on the same terms as American vessels. Duties, according to the tariff of the Ottoman Porte, are based upon the ad-valorem *principle*; and the treaty nations usually name commissioners every five or six years, who, in concert *with* a commission named by the Sublime Porte, regulate the "fixed values" of merchandise *imported*. The present rates were fixed by a British commission of this character; and, in regard to many articles of American importation, especially cottons and rum, the mode of valuation works a practical discrimination, which can be remedied only by the action of an American commission remodeling existing valuations, as respects the manufactures of the United States.

TUNIS.

Date and duration.	STIPULATIONS.	
	Navigation.	Commerce.
Treaty of August, 1797, modified by convention of March 26, 1799, and by subsequent treaty of February 24, 1824; establishes perpetual peace and friendship between the U. States and the Bey of Tunis.	Vessels of the United States permitted to enter all the ports of the kingdom of Tunis on paying the usual duties which are paid by the vessels of the most favored nations. Should the government of Tunis have need of the services of an American vessel, not previously engaged, it must have the preference on paying the same freight that is usual with merchants for the same service.	Commerce with Tunis under the U. States flag to be conducted on precisely the same footing, as to import duties, fees, and all charges whatsoever, as is commerce under the flag of the most favored nation. American merchants to be permitted to establish themselves, transact their own business, or appoint their agents, factors, &c., in the territories belonging to the kingdom of Tunis.

VENEZUELA.

Treaty of peace, friendship, navigation, and commerce, concluded January 20, 1836; ratified May 31, and proclamation made by President of the United States June 30, of the same year. To continue in force 12 years from date of ratifications; and further, until either party gives 12 months' notice of its intention to renounce it.	Vessels of the United States, no matter whence they come, or with what laden, to be on a footing with national vessels. The same equality, including bounties, duties, and drawbacks, to apply in regard to exportation or re-exportation. Vessels of the United States shipwrecked, foundered, or in any other way damaged, on the coasts, or within the dominions of Venezuela, to receive all necessary assistance and protection.	Whatever may be imported in Venezuelan vessels may also be imported in vessels of the United States, and on the same terms, as to duties and all other charges. The same equality as to exports. Articles, the growth, produce, or manufacture of the United States, to be subject in Venezuela to no higher or other duties than similar articles, the growth, produce, or manufacture of any other foreign country. All favors hereafter granted to other foreign nations to apply equally to the United States, on similar conditions.

REMARKS.—The customs, tariffs, and commercial regulations of Venezuela are subject to frequent, and, occasionally, onerous changes The latest of these—that of April 27, 1856—imposes an extraordinary contribution upon certain imports and exports, to take effect from and after July 1, 1856. Among the exports thus affected, are coffee, cocoa, indigo, hides, quinia, sarsaparilla, dye-wood, &c. The extraordinary import duty is 20 per cent. on the amount of regular duties, and 15 per cent. on all articles that are included in the free list, excepting gold and silver in bars, bullion, or dust, printing-presses, printed books, machinery, &c.

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* The simplest form of verbal index has been adopted, in preference to the analytical or synoptical, because more compact and comprehensive. Any inconvenience arising from the great number of references in some cases may be easily obviated. Thus, if information on the subject of *coffee* in *Brazil* is desired, a glance at the table of contents, at the beginning of the volume, will show the digest of Brazil to be embraced within the pages 643–685; then turning to the word coffee in the index, and disregarding all figures but those embraced between the pages 643–685, every reference to the subject of coffee in Brazil will be at once found. So of cotton in the Hanse towns, between pages 381–405; or of wool in Turkey, between 439–465; or of wool in Chili, between 728–743; or of wool in the Argentine Confederation, between 743–755. So, also, of sugar in the Spanish American possessions, 177–216, or in Brazil, 643–682.

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